Report of the
Bombay Chamber of
1879
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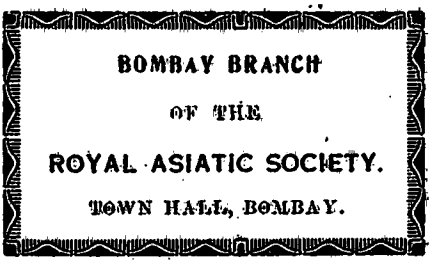

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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1890.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 28TH JANUARY 1891.

133557

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

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A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

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THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY.
THE P. & O. S. N. COMPANY.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE RUBATTINO S. N. COMPANY.

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* The Hon'ble Mr. L. R. W. FORREST, *Chairman.*
† J. L. SYMONS, Esq., *Deputy Chairman.*

G. A. BARNETT, Esq., C.I.E.
W. R. MACDONELL, Esq.
F. C. MACRAE, Esq.
H. W. ULOTH, Esq.
J. STIVEN, Esq.
A. PALLIS, Esq.
‡ P. B. SAVILE, Esq.
} *Members.*

COMMITTEE FOR 1891.

The Hon'ble Mr. L. R. W. FORREST, *Chairman.*
J. L. SYMONS, Esq., *Deputy Chairman.*

LT.-COLONEL W. S. S. BISSET, R.E., C.I.E.
W. R. MACDONELL, Esq.
A. PALLIS, Esq.
H. CHALMERS, Esq.
J. JANNI, Esq.
J. BLACK, Esq
W. GREAVES, Esq.
} *Members.*

* The Hon'ble Mr. A. F. Beaufort, who was elected Chairman of the Chamber for the year, having resigned office on proceeding to Europe in May, an election took place for a new chairman for the remainder of the term of office, and resulted in the appointment of Mr. L. R. W. Forrest, the Deputy Chairman.

† The Committee subsequently filled up the appointment of Deputy Chairman, on 18th June, by appointing Mr. J. L. Symons to the office.

‡ The remaining vacancy on the Committee was filled up by the appointment of Mr. P. B. Savile.

PUBLIC HOLIDAYS
FOR THE YEAR 1891.

Sanctioned by Government under Section 25 of Act XXVI. of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st and 2nd January.	Thursday & Friday	2 Days.
Jamshedi Naoroz	21st March	Saturday	1 Day.
Holi	24th March	Tuesday	1 ,,
Easter	27th, 28th & 30th Mar.	Good-Friday, Sat. and Monday	3 Days.
Ramnavami	17th April	Friday	1 Day.
Adar Feast	23rd May	Saturday	1 ,,
Queen's Birthday Holidays	25th and 26th May	Monday & Tuesday	2 Days.
Mohurrum	15th August	Saturday	1 Day.
Cocoanut Day	19th August	Wednesday	1 ,,
Gokul Ashtami	27th August	Thursday	1 ,,
Ganesh Chaturthi	7th September	Monday	1 ,,
Parsi New Year	15th, 16th & 17th Sept.	Tuesday, Wednesday & Thursday	3 Days.
Dussera	12th & 13th October.	Monday & Tuesday	2 ,,
Dewali	31st Oct. & 2nd Nov.	Saturday & Monday	2 ,,
Christmas	25th, 26th & 28th Dec.	Friday, Sat. & Mon	3 ,,
New Year	31st December	Thursday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, and are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1891.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1891 :—

New Year	1st January	Thursday	1 Day.
Holi	24th March	Tuesday	1 ,,
Easter	27th March	Good-Friday	1 ,,
Mohurrum	15th August	Saturday	1 ,,
Cocoanut Day	19th August	Wednesday	1 ,,
Gokul Ashtami	27th August	Thursday	1 ,,
Ganesh Chaturthi	7th September	Monday	1 ,,
Parsi New Year's Day	17th September	Thursday	1 ,,
Dussera	12th October	Monday	1 ,,
Dewali	2nd November	Monday	1 ,,
Christmas	25th December	Friday	1 ,,

By order of the Committee,

L. R. W. FORREST,
Chairman.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 28th January 1891.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.
11. In the event of an equality of votes preventing the due

election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by

one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 p.m. on the second day of the ballot, shall open the Box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the Candidates the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 8th January 1891:—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Mulji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter, of Messrs. Killick, Nixon & Co.
„ A. F. Beaufort, of Messrs. Lyon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. L. Symons, of Messrs. Finlay, Muir & Co.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.
„ W. Brown, of Messrs. Finlay, Muir & Co.
„ G. Otte, of Messrs. A. Blascheck & Co.
„ C. Douglas, of Messrs. Ritchie, Steuart & Co

Mr. L. B. Ker, of Messrs. Ritchie, Steuart & Co.
" Frank M. Flower, of Messrs. Edward Bates & Co.
" A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
" J. Black, of Messrs. Latham, Abercrombie & Co.
" J. Ellinger, of Messrs. Kerr, Tarruck & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" H. R. Cobbold, of Messrs. Herford and Tomkinson.
" G. E. Schofield, of Messrs. Herford and Tomkinson.
" G. C. Mackay, of Messrs. Thos. G. Hill & Co.
" W. M. Macdonald, of Messrs. Benn, Ashley & Co.
" A. Pallis, of Messrs. Ralli Brothers.
" C. Greenway, of Messrs. Ralli Brothers.
" J. Brandenburg, of Messrs. E. Spinner & Co.
" R. S. Campbell, of Messrs. W. & A. Graham & Co.
" R. Wehrli, of Messrs. Volkart Brothers.
" E. Miller, of Messrs. C. Macdonald & Co.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" F. W. Shaw, of Messrs. John Fleming & Co.
" Charles H. Ross, of N. P. Nathan's Sons.
" A. Marsden, of Messrs. Sallugram Khunnah & Co.
" J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of Measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 26th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	½
14.	On effecting remittances by Bills of Exchange	½
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½

		Per Cent.
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28.	On collecting freight	2½
29.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30.	On shipping goods of every description on which no commission for the purchase has been charged	1
31.	On shipping treasure, bullion, and jewellery	⅛
32.	On ship's disbursements when not in funds	1
33.	On account of passage-money, whether the same passes through the Agent's hands or not	5
34.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36.	On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
37.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co. seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co.

and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.
Barley (in bags)	...	15 cwt.	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 cwt.
Colocynth, in cases ...	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra in bags... ...	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Cubebs	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	..	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles..	14 cwt.	...	18 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Elephants' Teeth, loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	..	17 cwt.	...
Flour	...	18 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags)	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled ...	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides&Skins,in screwed bales	40 feet.	...	50 feet.
Do. loose and in small bundles.	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose... ...	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old...	...	20 cwt.	20 cwt.
Iron rails	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed (in bags) ...	...	17 cwt.	...
Linseed, in bags	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize (in bags)	...	16 cwt.	...
Mother-o'-Pearl, in cases ..	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Mowra Seed, in bags ...	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210Im. gals.
Oil-seeds—			
Castor Seed	14 cwt.	...	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	....	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Plumbago, in bags ...	16 cwt.	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ „)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ „)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases.. ...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in bags	16 cwt.	...	20 cwt.
Talc	16 cwt.	..	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks. .	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porte	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camph	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales... ...	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)... ...	Cwt.	0	1	0
Do. wet (do. do.)	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ..	Bundle.	0	1	0
Haberdashery and Millinery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace...	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs...	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery... ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Pianos	Each	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1⅓ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring) ...	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ..	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE WET DOCKS.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates ; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorised to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate

and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

21A. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Chairman, and pending the Chairman's decision he may refuse to allot a berth.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the Ship's Officers are alone responsible.

26A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master, Pilot or Assistant Dock Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's Certificate, or this not being

so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a Quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

NOTE.—This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

33A. Vessels requiring to carry out repairs in the Wet Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour.

34A. No cargo, goods, ballast, ashes, or other substance, or rubbish shall be thrown or allowed to fall into the Dock channels or Dock, or from any Pier or Quay. If, when discharging, unloading, or handling cargo, or otherwise howsoever any cargo, goods, or substance falls as aforesaid, the stevedore and ship's officer in charge of the unloading, and in any other case the person, who for the time being had charge of the cargo, goods, or substance, shall forthwith give notice of the accident and furnish all particulars connected therewith to the Dock Superintendent, and the party or parties whom the Dock Superintendent shall consider responsible shall immediately take measures to have the cargo, goods, or substances taken out of the water. If such party or parties fail to comply at once with such notice as may be addressed to him or them by the Dock Superintendent, the latter may remove the goods at the expense of the defaulting party.

The party in whose charge the cargo, goods, or substances were at the time of the accident, shall be responsible for all damage which may occur in consequence.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARVES, AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or deposit on the Quays, in the sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse, or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other lowsided boats, but into boats, with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material, to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not

provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connexion with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessels when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible that goods weighing over 1½ tons are not hoisted by the ordinary 30 cwt. Dock cranes.

When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the hold, who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work; and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foreman, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected, directly or indirectly, with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected, directly or indirectly, with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from or loaded into any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

53A. Turpentine must not be landed on the Dock wharves, but must be discharged overside into boats.

54. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose all combustibles

and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, Bickford's safety slow-burning fuse, or other goods of a dangerous nature, shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Dock Officers, and, if not so removed, the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods, or the Master of the vessel; and failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c, application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading

and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages, which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers ; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent, in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the

Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered, nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the Trustees, or for a stoppage in the delivery of goods from any of the like causes.

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft, or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

Cargo Boat or Barge up to 15 tons	Rs.	0	8
Do. above 15 and up to 25 tons	„	0	12
Do. above 25 tons	„	1	0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86 Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

• 92A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accident arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharves or Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey. his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Bye-law 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be especially charged with the care thereof ; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances un-

der which the request is made ; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114A. No vessel having on board more than 100 native passengers who have arrived from, or are proceeding to, Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet Docks.

PENALTIES.

115. Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section* 75 *of Act VI. of* 1879.)

(APPENDIX A.)

(*a*) *For all Vessels.*

To

THE DOCK MASTER OF THE
PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master. may be received into Dock on the_____or as soon as practicable.

Name of Ship or Steamer_____

Do. of Owners_____

Description of Cargo_____

Gross Register Tonnage_____

Net do. do. _____

Exact present draught of water to inches_____

Deep load do. do. _____

Ballast do. do. _____

Extreme length of vessel over all, including Bowsprit if any } _____

Do. breadth do. do. _____

Has *not** steam appliances for warping, &c.

Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct, I am aware that there are preferential berths subject to Bye-law No. 25 and that I have received a copy of the Dock Bye-laws.

BOMBAY HARBOUR, } *Master of the*

_____189 . } S._____

* These negatives may be erased if necessary.

(*b*) *For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning "I have the honour, &c." :—

"I have the honour to forward particulars of the undermentioned vessel, of which I am Master, now in Dock."

The words "has not engaged a Steam Tug" are to be deleted.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCK OFFICE.

Permit subject to the Bye-laws of the Port Trust.

Bombay, _____ 189 .

The S._____ will be received into Dock at about_____ M. on the_____ 189 , and should be brought into the Dock Channel under the directions of_____ not later than _____ M., and will be placed alongside the_____ Quay or Wharf at No._____ berth.

Dock Master.

To

THE COMMANDER OF THE S.

By order of the Trustees,

F. G. DUMAYNE,

Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND IMPORTATION OF GUNPOWDER AND OTHER EXPLOSIVES.

In exercise of the powers conferred by Section 5 of the Indian Explosives Act, 1884, the Governor-General in Council is pleased to make the following rules to regulate the transport and importation of explosives.

These rules extend to the whole of British India, but nothing in the rules relating to the transport of explosives shall apply in any Port as defined in the Indian Ports Act, 1875, for which the Local Government may have made or may make special rules under the Indian Explosives Act, 1884, to regulate the transport of explosives therein.

PRELIMINARY.

Section 14 of the Indian Explosives Act IV. of 1884.

Nothing in this Act shall apply to the manufacture, possession, use, sale, transport, or importation of any explosive—

(*a*) by order of the Government, or

(*b*) by any person employed under the Government in the execution of this Act, or as a keeper of a magazine, artizan, soldier, sailor, policeman or otherwise, or enrolled as a Volunteer under the Indian Volunteers Act, 1869, in the course of his employment or duty as such.

RULES.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1	... ...	Gunpowder.
Class 2	... ...	Nitrate-mixture.
Class 3	... ...	Nitro-compound.
Class 4	... ...	Chlorate-mixture.
Class 5	... ...	Fulminate.
Class 6	... ...	Ammunition.
Class 7	... ...	Firework.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions :—

Division 1 comprises such explosives as—

Nitro-glycerin
Dynamite,
Lithofracteur,
Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,
Gun-paper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,
Schultz's powder,
Nitro-mannite,
Picrates,
Picric powder,
Tonite (or cotton-powder),

and any nitro-compound, as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term 'chlorate-mixture' means any explosive containing a chlorate.

The chlorate-mixture class has two divisions :—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadtor's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fulminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions :—

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a purcussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small-arms of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions :—

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion caps.

Division 2 comprises any ammunition, as before defined, which does not contain its own means of ignition and is not included in Division 1, such as—

Catridges for small-arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition, as before defined, which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for small-arms which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—*Firework Class.*

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(*a*)—*Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance :—

I. Each class of explosive shall be separately packed.

II. An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd (divisions of the 6th ammunition) class or of the 1st division of the 7th (firework) class, shall, if not exceeding 5 lbs. in quantity, be contained in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

III. An explosive of the first (gunpowder class), which is intended to be used for blasting purposes, may be carried in barrels covered with waxcloth or gunny.

IV. In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd (nitro-compound) class or to the 4th (chlorate-mixture)

class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor-General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than ¾ths of an inch in thickness, of such strength, construction and character as will not be broken or accidently opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package.

(*f*) If the explosive belongs to the 1st division of the 7th (firework) class, it shall be contained in a double package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in outer package, and

(*g*) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel or case of wood, metal or other solid material, and of such strength, construction and character that it will not be broken or accidently opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V. Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed :—

(*a*) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean

(*b*) Every package, whether single or double, when actually used for the packing of explosive shall not be used for the packing of any other explosive of the same or any other class or for any other purpose.

(*c*) There shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc or other suitable material.

(*d*) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or a securely attached label or mark, the word "Explosive," followed by the name of the explosive, or other description of the contents, and the name and address of the owners or sender ; and

(*e*) The amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the local Government in this behalf.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(*b*)—*Mode of conveyance.*

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I. No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II. There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature, which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III. No explosive shall be loaded or unloaded except between sunrise and sunset.

IV. Whilst the explosive is being loaded on, or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° (Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat ; and no smoking shall be allowed in, on, or dangerously near to the same, provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used ; and no person, while handling any explosive (except gunpowder explosive of division 1,

class 6, or explosive of class 7, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels, or tips.

V. In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stored.

VI. The explosive shall not be conveyed except in the interior of a carriage so enclosed on all side with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII. There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII. In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX. The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck, so closed as effectually to protect the explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following:—

In any one carriage on a railway	...	10	tons.
In any one other carriage	...	2	„
In any one vessel	...	20	„

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to paragraph XII. of Rule 6.

X. Nothing in the foregoing rules (except Rule 1) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway:—

I. No explosive shall be conveyed in a carriage or boat whilst carrying or plying for public passengers, unless the

quantity be less than 5 lbs., and notice has been given beforehand to the person in charge of such carriage or boat, provided that there shall not be conveyed in any such carriage or boat, any explosive of the 5th (fulminate) class, or any explosive of the 3rd division of the 6th (ammunition) class or of the first division of the 3rd (nitro-compound) class, except—

i. dynamite, which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment ; and

ii. detonators to the number of 200, provided that the amount of fulminate of mercury in the package or packages containing the detonators shall in no case exceed in the aggregate 3 oz. (a certificate to this effect being given by the Agent of the Company by whom the detonators are tendered for transport), provided also that no dynamite is carried in the same compartment.

II. With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class, or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7th (firework) class, or of larger quantities than 5 lbs. of any other explosive, the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion, and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance ; and a person who is intoxicated shall not have charge of any carriage or vessel conveying explosive, and shall not be permitted to be in, or on, or attending, the same.

(2) A person shall not forward to any warehouseman or carrier a consignment of explosive, unless he has given notice to such warehouseman or carrier ebforehand, stating the name and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee and has had an intimation that the warehouseman or carrier is prepared to receive the consignment ; and a warehouseman or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same, or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent

persons, and such persons shall not, if the amount of explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place where such stopping would be attended with special public danger.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV. of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

RULES.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay :

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or City of Bombay than one mile eastward of the Middle Ground Battery ; and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid, in the Port of Bombay, shall exhibit on a board or otherwise the word "explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at anchor, shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the magazine, or the vessel carrying the same proceeds to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right
Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS.

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879. *New Edition published under Government Notification No.* 57, *dated 23rd July* 1890.

Prefatory Notes.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer and his Assistant, and who shall have control over the Master Pilots and Pilots when employed on duty in connection with vessels using the Docks.

4. A Harbour Master shall be permanently attached to the Port Office.

There shall be two permanent Master Pilots, who shall do duty alternately at the Wet Docks, to be called No. 2, or the Dock Station, and on board the Pilot Schooner, to be called No. 3, or the Outer Station.

One additional Master Pilot shall be appointed to officiate during the S.-W. Monsoon from 1st June to 30th September, and during that period the three Master Pilots shall do duty in periodical rotation at the Port, Dock and Outer Station.

The Port Office shall be called No. 1 Station.

BYE-LAWS.

Regarding the Duties of the Harbour Master and the Master Pilots.

1. *At the Port Station.*—The Harbour Master's duties shall be to see that all vessels are properly berthed and moored in the Harbour, for which purpose he shall frequently visit and inspect the Shipping and Port generally; to keep the Outer Station informed of berths vacated and available for the several classes of inward-bound vessels; to exercise supervision over the Light Ship, the Anchor Hoy and all launches, boats, buoys, moorings, (including those at the Anchor ground) and to perform the measuring duties. In the event of a fire or an accident to the shipping in the Harbour, he shall attend at the spot, and shall give directions and advice and render assistance. He shall have supervision of the Pilot Schooners which are not in use, and shall assist generally in the management of the Pilot establishment ashore.

The duties of the Master Pilot at the Port Station during the S.-W. Monsoon shall be to convey Pilots to or from the Outer Station when it is necessary to employ the second Schooner for that purpose, and (when his services may be available) to transport in Harbour such vessels as require to be piloted to or from the different Dry Docks, or from one berth to another.

During the N.-E. Monsoon the general transporting duties in the Harbour shall be performed by the running Pilots.

2. *At the Dock Station.*—The Master Pilot shall, under the orders of the Dock Masters, arrange the position in which vessels intending to enter a Wet Dock are to be anchored off the Dock Channel, and shall transport vessels to and from the Docks as required and assist in docking and undocking vessels.

3. *At the Outer Station.*—The Master Pilot shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He shall keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the Harbour of others not required. He shall remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Master Pilot in the fair season, or during the S.-W. Monsoon when relieved by another vessel.

4. The Master Pilots shall undertake the duties at each of the stations in rotation for such periods as may from time to time be ordered by the Port Officer.

5. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band, 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S.-E. 2 miles and the Island of Kundaree bearing S.-E. 5 miles, and the position between these bearings shall be known as the Outer Station.

6. A log or journal, supervised and countersigned daily by the Master Pilot in charge, shall be kept on board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, *viz.*—

The state of the weather.

The direction and force of the wind and currents.

The Readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light-Ship.

The depth of water the Schooner is in, and whether she is under weigh, or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S.-W. Monsoon, and at such intervals during the fair season as may be ordered.

7. Master Pilots and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Master Pilots	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	—1Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the Harbour, the word "Master" will be held to include the first or other officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

Regarding the Pilot Service.

8. The Pilot Service shall consist of 15 licensed Pilots, *viz.* :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

9. All Pilots shall hold licenses to perform the duties of Pilot for the Port of Bombay for the Grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

10. No license shall be renewed, nor another issued to any Pilot, until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

General Rules for the Guidance of Pilots.

11. Every verbal order or instruction given by the Port Officer and the Officers of his Department shall be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all circulars and orders issued from time to time for guidance in connection with their duties.

12. No. Pilot shall absent himself from his station or from his duty without permission, except in case of sickness, which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

13. When Pilots are on board the Schooners they shall be under the authority of the Master Pilot in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

14. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a book kept for that purpose ; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

15. Pilots shall conduct themselves on all occasions in an orderly and civil manner ; when in charge of vessels they should meet the wishes of Commanders so far as can be done without endangering the vessel or without leading to inconvenience or to the infringement of orders received from the Department.

16. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row ; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

17. Pilots should invariably appear respectably and neatly dressed.

18. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient watch and pair of binoculars ; also his license, a tide table, the Port, Pilotage, and the Wet Dock Regulations.

19. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty ; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

20. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a tavern or lodging house, or in any way retail wines or spirits.

21. No Pilots shall claim salvage without the consent of the Trustees.

REGARDING THE DUTIES OF PILOTS.

22. It is the duty of Pilots to take steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going, and the soundings be carefully observed.

And all signals made at signal stations on shore, at Light vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night.

23. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, Pilots shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

24. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the Office.

25. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Master Pilot in charge), but are to be sent in to the Office by the first opportunity.

26. In cases of fire or other accident afloat, the Pilots off duty shall immediately attend at the Port Office.

27. Whenever any of the Harbour, shoal or mooring buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly, as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

28. When passing any vessel of war, it is the Pilot's duty to request the master to dip the colours; and on the approach of any Man-of-War or other Government boat to board, to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get along side without loss of time.

Regarding Unmooring and Transporting.

29. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that

'the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short a-peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

30. On no account shall any vessel be moved to another part of the Harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved under weigh unless the Master thereof is on board. In the event of the Master leaving the actual command of the vessel before the operation of moving is complete, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before going on with the moving.

Regarding Outward Pilotage.

31. On taking charge of an outward bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the Harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and free board, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

32. In working out of the Harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

33. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

Regarding Inward Pilotage.

34. Before boarding a vessel the Pilot will ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is or has been, and the disease be of a severe nature such as plague, yellow fever, cholera, small-pox or measles, he will, except as hereinafter provided, direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; provided that if the cases of cholera, small-pox or measles do not exceed, or have not during the voyage exceeded, two, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the Harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the

event of the Master leaving the actual command of the vessel before she is moored, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding.

35. In the event of the Pilot having boarded a vessel which requires to be placed in Quarantine, he will remain on board till the vessel obtains Pratique.

36. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Report; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

37. When there are despatches on board for Government, or Post Office packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

38. No Pilot after he has once taken charge of an in-bound vessel shall quit it until it has been received into Dock or properly berthed in the Harbour, unless he has received from an Officer of the Board an order to leave the vessel in charge of the Commander.

Regarding Pay.

39. The gross receipts for Pilotage shall be divided as follows :—

54½ per cent. to be distributed amongst the Master Pilots and Pilots according to the following scale :—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the outer Station Schooner shall be paid to the Master Pilot according to the time that he may have been in command, *e.g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$, $\frac{10}{30}$, and $\frac{12}{30}$, respectively, of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for the month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Master Pilot shall afterwards pilot the vessel through the Channel into Dock, then such Master Pilot shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Master Pilot transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of a Master Pilot's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due under the rules shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions:

5 First Grade Pilots shall receive 6/15 shares.
5 Second Grade ,, ,, 5/15 ,,
5 Third Grade ,, ,, 4/15 ,,

40. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculation shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and the Pilot establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

	Rs.
Pilot A.	800
,, B.	900
,, C.	600
,, D.	500
,, E.	700
	—3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

	Rs.
Pilot F.	700
,, G.	600
,, H.	500
,, I.	600
,, J.	900
	—3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200 in the following proportions :—

	Rs.
Pilot K.	800
,, L.	600
,, M.	500
,, N.	700
,, O.	600
	—3,200
	Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under Rule 39, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

	Rs.	a.	p.
2 per cent. of gross Inward Pilotage to Master Pilots.....	100	0	0
6/15 of balance, *c.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots	2,140	0	0
5/15 do. do. 5 Second Grade Pilots...	1,783	5	4
4/15 do. do. 5 Third Grade Pilots ...	1,426	10	8
	5,450	0	0

The 6/15 shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800, give ?

		Answer.	Rs.	a.	p.
B's	Share.	900	489	2	3
C's	do.	600	550	4	7
D's	do.	500	366	13	9
E's	do.	700	305	11	5
			428	0	0
		Rs. 3,500	2,140	0	0

According to the same method of calculation the 5/15 shares divisible amongst the Second Grade Pilots would give—

					Rs.	a.	p.
Pilot	F	on his	Rs. 700	of earnings,	378	4	6
,,	G	,,	,, 600	,,	324	3	11
,,	H	,,	,, 500	,,	270	3	3
,,	I	,,	,, 600	,,	324	3	11
,,	J	,,	,, 900	,,	486	5	9
		Rs.	3,300		1,783	5	4

And the 4/15 shares divisible amongst Third Grade Pilots would give—

Pilot	K	on his	Rs. 800	of earnings,	356	10	8
,,	L	,,	,, 600	,,	267	8	0
,,	M	,,	,, 500	,,	222	14	8
,,	N	,,	,, 700	,,	312	1	4
,,	O	,,	,, 600	,,	267	8	0
		Rs.	3,200		1,426	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 39.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of their being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running Pilots proportionally according to the scale given in the next para :

For the purposes of this Bye-law the pay of the several grades of running Pilots shall be taken to be as follows :—

1st	Grade Pilot.....	Rs. 400	per mensem.
2nd	,,	,, 330	,,
3rd	,,	,, 265	,,

41. Any personal servants required by Master Pilots or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Master Pilots or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

42. Any sums retained from the Pilots under Bye-laws 43 and 44, also the amount of all fines recovered from Pilots, shall be credited to the Trustee's share of Pilotage earnings.

43. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilot shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

44. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port limits shall be given to the Pilots.

45. Should the Schooner be within moderate distance of inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

46. When probationers are appointed to be acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

47. The amount to be distributed to the Pilots shall be payable after a statement of the Pilots' receipts has been made up by the Port Officer in the month succeeding that during which such statement has been received by the Trustees.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

48. If the Master of a steamer of the above description is in charge of the same as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, he shall indicate that fact on such steamer arriving within signal distance by hoisting signals as follows :—

By day, a blue flag at her fore : by night, two lights at the fore, six feet apart, red uppermost and white below.

On the day signal required by this Bye-law being hoisted, a Pilot will be immediately ordered to board such steamer abreast of the Sunk Rock Light and will take her to her berth or elsewhere in the Harbour as may be required.

On the night signal required by this Bye-law being hoisted, notice shall be sent from the Signal Station, Colaba, to Bankshall for a Pilot who will board her near the Sunk Rock Light and take her to her berth or elsewhere in the Harbour as may be required.

49. On the Pilot belonging to the ordinary Pilot service leaving such vessel outward-bound at the Sunk Rock Light, the Master in charge of the vessel as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, shall indicate that fact by hoisting signals as follows :—

By day, a blue flag at the fore : at night, two lights, one above the other, at the fore.

Such signals on a vessel outward-bound will indicate that the vessel on which they are hoisted is in charge of a licensed Pilot who is also the Master of the vessel, and that it is therefore unnecessary to send a boat to bring him back.

50. The Master of such a steamer is bound to produce his Pilot's license when demanded.

Pilots for Special Dock Duties.

51. A special Dock Pilot means a person lawfully appointed and licensed by the Trustees to Pilot vessels belonging to any private Company who own or who are the lessees of graving Docks at Mazagon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island.

52. Every such Special Dock Pilot shall hold a license to Pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

53. Every such Special Dock Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A. M. and 5 P. M., on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, or his Assistant or the Harbour Master not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Dock Pilot may proceed with such removal, but not otherwise.

54. Every Special Dock Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Special Dock Pilot, and every verbal order or instruction given by the Port Officer or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Special Dock Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

55. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island, and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazagon or at Hog Island ; or

(2) vessels requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

56. No Special Dock Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

57. Each Special Dock Pilot shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

58. The following Bye-laws made under section 72 of the Port Trust Act shall apply to Special Dock Pilots, and be regarded by them, viz., Bye-law 23 from the commencement down to the word "personally ;" Bye-laws 21 and 29 ; Bye-laws 30 from the commencement down to the words "before going on with the moving ;" and save as aforesaid none of the said Bye-laws shall apply to Special Dock Pilots to be licensed as aforesaid.

59. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Dock Pilot or other person, for rendering his services as such Special Dock Pilot, and no Special Dock Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees ; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

60. Any Special Dock Pilot disobeying or infringing any of the aforesaid bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	4	0	0	4	0	1	Acids, *viz.*:—Carbolic, Citric, Gallic and Tannic.	Case	0	5	0	0	5	0
0	2	0	0	2	0	2	Do. do. do. ...	Drum	0	2	0	0	2	0
0	4	0	0	4	0	3	All other Acids	Case	0	9	0	0	9	0
0	3	0	0	3	0	4	Do. do.	Half case	0	6	0	0	6	0
0	2	0	0	2	0	5	Do. do.	Drum	0	5	0	0	5	0
0	1	0	0	0	6	6	Aërated Waters	One dozen	0	1	3	0	1	3
0	3	0	0	4	0	7	Ale, Beer, Porter, and Cider in wood ...	Hogshead	0	7	0	0	7	0
0	0	6	0	0	3	8	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0	1	6	0	1	6
0	2	0	0	2	0	9	Do.	Kilderkin	0	3	6	0	3	6
0	1	0	0	1	0	10	Almonds	Firkin	0	2	0	0	2	0
0	8	0	0	8	0	11	Alum	Ton	1	12	0	1	12	0
0	8	0	0	8	0	12	Anchors	Do.	1	4	0	1	4	0
0	12	0	0	8	0	13	Do.	Do.	1	12	0	1	12	0
						14	Apparel, not accompanying passengers ...	Coolie-load	0	2	0	0	2	0
0	1	0	0	2	0	15	Arrowroot, country	Case or package	Measurement.					
0	8	0	0	8	0	16	Do. foreign	Ton	2	4	0	2	4	0
Measurement.						17	Arsenic	Case or package	Measurement.					
Do.						18	Asphalte	Package	Do.					
0	8	0	0	4	0	19	Assafœtida, r fined	Ton	1	12	0	1	12	0
0	8	0	0	12	0	20	D	Do.	4	0	0	4	0	0
0	2	0	0	2	0	21	D	Case or package	0	6	0	0	6	0
0	8	0	0	12	0	22		Ton	2	0	0	2	0	0

23	Attar—*see* Oils, perfumed.						
24	Ballast and Kentledge by cart	0	12	0	0	8	0
25	Do. by lighters to or from Port Trust Bandars...	0	2	0	0	2	0
26	Bangles, foreign	0	1	0	0	1	0
27	Bardans	0	1	0	0	0	6
28	Baskets, cane	0	2	0	0	2	0
29	Beads in cases						
30	Beeda-nuts—*see* Myrabolams.						
31	Beef and Pork	0	3	0	0	4	0
32	Do.	0	2	0	0	2	0
33	Beer—*see* Ale.						
34	Beeswax	0	1	0	0	2	0
35	Betel-nut	0	8	0	0	8	0
36	Bhang	1	0	0	0	8	0
37	Bicycles, Tricycles, Velocipedes	0	8	0	0	4	0
38	Billiard Tables	6	0	0	4	0	0
39	Biscuits, ship	0	8	0	0	6	0
40	Do. in cases	Measurement.					
41	Do. in tins, loose	0	1	0	0	1	0
42	Bloodstones, Cambay stones, and goldstones ..	0	1	0	0	1	0
43	Boats, ordinary ships'	Special.					
44	Boilers	Do.					
45	Bones, bone dust and meal	0	12	0	0	8	0
46	Books	Measurement.					
47	Boots and Shoes, foreign	Do.					
48	Borax, unrefined...	0	8	0	0	8	0
49	Bottles, empty, Medicine Phials	Measurement.					
50	Do. do. quarts	0	2	0	0	2	0
51	Do. do. pints	0	2	0	0	2	0
52	Do. do. of smaller size than pints ...	Measurement.					
53	Bran	0	8	0	0	6	0
54	Brass Leaves—*see* Orsidue.						
55	Brass of sorts and Brassware	0	8	0	0	6	0
56	Do. do. when no weight given ...	Measurement.					
57	Bricks, Bath	0	0	6	0	0	3
58	Do. Fire	0	8	0	0	6	0
59	Buckets, iron	0	1	0	0	1	0
60	Bullion, Specie, Gold and Silverware, Plate, &c.	0	8	0	0	8	0
61	Camphor	0	8	0	0	8	0
62	Camphorwood Drawers and Boxes	0	2	0	0	2	0

Ton	0 4 0	0 4 0
...	Free.	
Case	0 7 0	0 7 0
Bundle or package	0 4 0	0 4 0
Dozen	0 1 6	0 1 6
Case	0 7 0	0 7 0
Tierce	0 7 0	0 7 0
Barrel	0 4 6	0 4 6
Package	0 5 0	0 5 0
Ton	1 13 0	1 13 0
Do.	2 12 0	2 12 0
Each	2 0 0	2 0 0
Do.	10 0 0	10 0 0
Ton	2 0 0	2 0 0
Case	Measurement.	
One dozen	0 4 6	0 4 6
Case or package	0 5 0	0 5 0
Each	2 8 0	2 8 0
...	Same rates as Machinery.	
Ton	1 12 0	1 2 0
Case or package	Measurement.	
Do.	Do.	
Ton	2 0 0	2 0 0
Case or package	Measurement.	
Gross	0 6 0	0 6 0
Do.	0 4 0	0 4 0
Case or package	Measurement.	
Ton	12 0	0 12 0
Ton	2 0 0	2 0 0
...	Measurement.	
Dozen	0 0 6	0 0 6
Ton	1 12 0	1 12 0
One dozen	0 3 0	0 3 0
Box or case	0 8 0	0 8 0
Ton	2 12 0	2 12 0
Each case	0 8 0	0 8 0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	1	0	0	0	6	63	Candles...	Cwt.	0	4	0	0	4	0
						64	Canes—*see* Rattans.							
0	2	0	0	2	0	65	Canvas	Bale	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	Bolt	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards, Strawboards	Case or bale	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign...	Case or package	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	,,	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	Cwt.	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.							
3	0	0	2	8	0	72	Carriages, four-wheeled	Each	10	0	0	10	0	0
2	0	0	1	4	0	73	Do. two-wheeled	,,	8	0	0	8	0	0
0	8	0	0	8	0	74	Cassaware	Ton	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and hogsheads, empty	Each	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...	,,	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, pipes and puncheons	,,	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement...	Ton	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	,,	1	6	0	1	6	0
Measurement.						80	Cheese, in cases	Case	Measurement.					
0	0	6	0	0	3	81	Do. loose	Each	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines.							
0	8	0	0	8	0	83	Chillies, dried	Ton	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	,,	1	12	0	1	12	0
0	6	0	6	3	0	85	Do. white copperware	Case	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	Each	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	Case	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	One doz.	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	,,	0	3	0	0	3	0
0	1	0	0	0	6	90	Do. preserves, chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0

0	1	0	0	0	3	91	Do. do. do.	Case of ½ doz. and under	0	3	0	0	3	0
0	8	0	0	8	0	92	Do. roots	Ton	2	0	0	2	0	0
Measurement.						93	Cigars or Cheroots	Case	Measurement.					
0	8	0	0	8	0	94	Clay, China and fire	Ton	2	0	0	2	0	0
0	3	0	0	2	0	95	Clocks	Case of under 8 c. ft	0	8	0	0	8	0
0	6	0	0	4	0	96	Do.	Case of over 8 c. ft	0	14	0	0	14	0
1	0	0	0	10	0	97	Clove, stems	Ton	1	4	0	1	4	0
0	8	0	0	2	0	98	Coal, coke, cinders, ashes, patent fuel, dust and rubbish.	Ton	0	14	0	0	14	0
0	8	0	0	2	0	99	Coal and coke in bags	,,	0	10	0	0	10	0
0	3	0	0	2	0	100	Cocoanuts (with a minimum charge of 2 as. per bag).	Per 1,000	0	8	0	0	8	0
0	1	3	0	1	0	101	Cochineal	Cwt	0	3	3	0	3	3
0	8	0	0	8	0	102	Coffee	Ton	1	8	0	1	4	0
0	1	6	0	1	0	103	Coins, copper	Box or package	0	3	0	0	3	0
						104	Do. gold and silver—*see* Bullion							
0	8	0	0	8	0	105	Coir, fibre	Ton	1	9	0	1	9	0
0	3	0	0	2	0	106	Do. pressed	Bale	0	3	6	0	3	6
0	12	0	0	8	0	107	Do. rope, cable, cordage, and yarn	Ton	1	4	0	1	4	0
0	8	0	0	8	0	108	Colomba-root	,,	2	0	0	2	0	0
Measurement.						109	Confectionery	Case	Measurement.					
0	12	0	0	6	0	110	Copper sheets	Ton	2	0	0	1	4	0
0	8	0	0	6	0	111	Do. cakes, slabs or tiles...	,,	1	12	0	1	8	0
0	8	0	0	6	0	112	Do. ware and wire	,,	2	0	0	1	12	0
Measurement.						113	Do. do. when no weight is given ...	Package	Measurement.					
0	12	0	0	8	0	114	Copperas Sulphate of Iron and Sulphate of Copper.	Ton	2	0	0	2	0	0
0	8	0	0	8	0	115	Copra	,,	1	2	0	1	9	0
0	4	0	0	2	0	116	Coral	Box	0	13	0	0	13	0
Measurement.						117	Do. imitation	Case	Measurement.					
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla.	Ton	2	4	0	2	4	0
0	8	0	0	8	0	119	Corriander seed	,,	1	9	0	1	9	0
Measurement.						120	Corks	Bale or case	Measurement.					
0	3	0	0	2	0	121	Cotton, raw, pressed*	Bale	0	2	0	0	2	0
0	6	0	0	3	0	122	Do. do. unpressed*	Bale or docra of over 3 cwts.	0	5	0	0	5	0
0	3	0	0	1	6	123	Do. do.*	Do. under 3 cwts.	0	2	6	0	2	6
0	8	0	0	8	0	124	Cowries	Ton	1	8	0	1	8	0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at ⅓rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special Do. Measurement.	Special Do. Measurement.	125	Crackers, China	Case of 1 picul. of 133 lbs.	0 6 0	0 6 0
		126	Do. do.	Do. under 1 picul.	0 4 0	0 4 0
		127	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measurement.	0 4 0 for a case up to 12 c. ft. 0 6 0 do. 20 c. ft. & above 20 c. ft. under Items, Nos. 403 and 407.
0 8 0	0 8 0	128	Cummin seed	Ton	2 12 0	2 12 0
Measurement.		129	Cutlery	Case	Measurement.	
Special.		130	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	,,	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	,,	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting powder	Ton	1 8 0	1 8 0
Measurement.		135	Drugs and medicines, foreign, not enumerated...	Case	Measurement.	
1 0 0	0 8 0	136	Drugs, country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	139	Do. foreign	Case or package	Measurement.	
0 3 0	0 1 0	140	Dragon's blood	,,	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	142	Earthenware piping, retorts, &c., for drainage...	Ton	1 12 0	1 12 0
		143	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	144	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	145	Fat, Grease, Lard and Tallow	Ton	2 0 0	2 0 0

0	*4*	*0*	*0*	*2*	*0*	*146*	*Feathers*	Case or package	0 7 0
Measurement.			Special.			147	Felt	Bale	Measurement.
1	0	0	1	0	0	148	Firewood	Ton	0 12 0
0	4	0	0	2	0	149	Fishmaws	,,	2 2 0
0	12	0	0	8	0	150	Flax	Bale	0 7 0
Special.			Do.			151	Flour	Ton	0 10 0
0	8	0	0	8	0	152	Fruits, fresh, foreign	Case	0 2 0
0	2	0	0	1	0	153	Do. do. do.	Barrel	0 2 6
Special.			Measurement.			154	Do. dried, not enumerated	Ton	2 0 0
0	1	0	0	0	6	155	Do. dried, from Europe	Case	Measurement.
1	0	0	0	10	0	156	Do. fresh, from Zanzibar and Muscat	Basket	0 2 0
0	8	0	0	8	0	157	Furniture	Case	Measurement.
Measurement.						158	Chairs, *loose*	Each	0 1 6
0	1	6	0	0	9	159	Gallnuts—*see* Myrabolams.		
0	3	0	0	2	0	160	Ghee	Ton	1 12 0
0	4	0	0	2	0	161	Ginger, dry	,,	1 4 0
						162	Glassware	Hhd. or crate	Measurement.
0	2	0	0	1	0	163	Glass, window	Box	0 2 6
0	8	0	0	6	0	164	Do. broken	Box or package	0 6 0
						165	Goats' hair, pressed	Bale	0 6 0
0	8	0	0	6	0	166	Gold, gold-leaf, &c.—*see* Bullion.		
0	8	0	0	8	0	167	Gold-leaf, mock	Box or package	0 3 0
						168	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	0 8 0
0	6	0	0	3	0	169	Ground-nuts	,,	0 13 0
0	4	0	0	2	0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bedellium	,,	2 4 0
0	1	0	0	0	6	171	Gunny pieces and bags	Bale	0 6 0
Special.			Do.			172	Do. do.	Half bale	0 4 0
						173	Do. do.	Bdle. of 50 pieces.	0 2 0
0	4	0	0	2	0	174	Gunpowder	Package	Special.
0	2	0	0	1	0	175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.		
Measurement.			Do.			176	Guns, sporting—Rifles, Fowling Pieces, &c.	Each	0 9 0
0	0	6	0	0	3	177	Do. Pistols, Revolvers, &c.	,,	0 7 0
0	12	0	0	8	0	178	Haberdashery, Millinery, Hosiery, &c.	Case	Measurement.
Measurement.						179	Hams, in cases	,,	Do.
0	8	0	0	3	0	180	Do. in canvas, loose	,,	0 0 6
						181	Hardware	Ton	2 4 0
						182	Do. when no weight is given	Case	Measurement.
						183	Harmoniums and Organs, if under 20 cubic feet	Each	1 4 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	0 0 4	184	Harmoniums & Organs if 20c. feet & under 30 c. feet.	Each	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. ,, 30 do. do. 40 do.	,,	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. ,, 40 do. do. 50 do.	,,	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. ,, 50 do. do. 60 do.	,,	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. ,, 60 do. do. 70 do.	,,	8 0 0	8 0 0
2 12 0	0 11 0	189	Do. ,, 70 do. do. 80 do.	,,	12 0 0	12 0 0
3 0 0	0 12 0	190	Do. ,, 80 do. & over ...	,,	15 0 0	15 0 0
Measurement.		191	Harness and harness requisites	Case	Measurement.	
		192	Hats and Caps—*see* Haberdashery.			
Special.		193	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	194	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	195	Do. pressed	Bale	0 4 0	0 3 0
0 4 0	0 2 0	196	Hessians	,,	0 8 0	0 8 0
0 8 0	0 4 0	197	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	198	Horns of kinds	Ton	1 6 0	1 6 0
Special.		199	Ice	,,	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Dock ...		Free.	
		201	Incense—*see* Olibanum.			
Measurement.		202	Indian Condiments	Case	Measurement.	
0 8 0	0 8 0	203	Indigo	Ton	2 0 0	2 0 0
Measurement.		204	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	
0 6 0	0 3 0	205	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	206	Do.	Cask	0 14 0	0 14 0
Measurement.		207	Do.	Package of not more than 50 lbs.	0 2 0	0 2 0
0 8 0	0 8 0	208	Ironmongery	Ton	2 4 0	2 0 0
Measurement.		209	Ironmongery, when no weight is given ...	Package	Measurement.	

0	8	0	0	4	0	210	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel hoop.	Ton	1	2	0	1	2	0
0	12	0	0	6	0	211	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes ..		1	10	0	1	10	0
						212	Do. for weights above 1½ tons—*see* Rates for Machinery.							
0	1	3	0	1	0	213	Ivory, elephants' tusks, &c.	Cwt.	0	3	3	0	3	0
0	3	0	0	2	0	214	Ivoryware	Package	0	10	0	0	10	0
0	8	0	0	8	0	215	Jaggery	Ton	1	2	0	1	2	0
0	4	0	0	2	0	216	Jars, fancy, large, China and Japan... ...	Each	0	3	0	0	3	0
1	8	0	0	12	0	217	Do. common, large	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	218	Do. do. small	,,	4	0	0	4	0	0
1	0	0	1	0	0	219	Jewellery and trinkets	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	220	Do. do. imitation	,,	0	8	0	0	8	0
0	3	0	0	2	0	221	Jute, pressed	Bale	0	5	0	0	3	0
Special.						222	Kerosine Oil	Case of 8 imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	223	Kootwood	Ton	2	0	0	2	0	0
1	0	0	0	8	0	224	Lac	,,	2	8	0	2	8	0
0	2	0	0	1	0	225	Lac dye	Package	0	7	0	0	7	0
0	4	0	0	2	0	226	Lace and thread, gold and silver, or kinkob ...	,,	0	8	0	0	8	0
Measurement.						227	Do. do. mock	Case or package	Measurement.					
0	8	0	0	8	0	228	Lead, pig, piping, sheet, and rolls	Ton	1	8	0	1	8	0
0	8	0	0	8	0	229	Do. black, white and red	,,	2	4	0	2	4	0
0	8	0	0	8	0	230	Do. shot	,,	2	4	0	2	4	0
0	4	0	0	2	0	231	Leather, foreign	Case or package	Measurement.					
0	8	0	0	8	0	232	Liquorice root	Ton	2	0	0	1	8	0
						233	Live Stock :—							
						A	Cows and Buffaloes	Each	1	12	0	1	12	0
						B	Calves and Pigs	,,	0	10	0	0	10	0
						C	Dogs and Monkeys	,,	0	3	0	0	3	0
						D	Donkeys	,,	1	12	0	1	12	0
						E	Deer	,,	0	10	0	0	10	0
						F	Elephants	,,	6	0	0	6	0	0
Special ...						G	Fowls and Ducks	One dozen	0	3	6	0	3	6
						H	Goats and Sheep	Each	0	5	0	0	5	0
						I	Horses*	,,	2	0	0	2	0	0
						J	Mules	,,	2	0	0	2	0	0
						K	Pigeons, Quails and Partridges	Per dozen	0	2	0	0	2	0
						L	Turkeys and Geese	One dozen	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles, & other wild animals	Each	5	0	0	5	0	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		N	Other small birds	Free		
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner	,,		
		P	Animals for public gardens in India ...	,,		
		234	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from duty at the Dock.	,,		
0 2 0	0 2 0	235	Luggage, Passengers' ... ... } See also item	Portmanteau & hand packgs.	0 1 0	0 1 0
0 2 0	0 2 0	236	Do. do. ... ... } No. 410.	Trunks and cases.	0 2 0	0 2 0
0 12 0	0 8 0	237	Machinery, up to ¼ ton weight ...	Ton	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ¼ and not exceeding 1½ tons ...	,,	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
Measurement.	Measurement.	242	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
		243	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble slabs	,,	2 4 0	2 4 0
Measurement.	Measurement.	246	Matches	Case	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	249	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet	,,	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated	Ton	2 0 0	2 0 0
Special.	Special.	253	Military Stores, Arms, equipments not enumerated, up to 1½ tons		2 0 0	2 0 0

					254	*Do. for weights above 1½ tons—see* Rates for Machinery.			
					255	Do. when no weight is given			
					256	Millinery—*see* Haberdashery.			
					257	Mill furnishings—*see* Rates for Machinery.			
0	2	0	0	1	0	258	Mineral waters	Case or cask	0 5 0	0 5 0
0	8	0	0	8	0	259	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0	12	0	0	8	0	260	Mowra Flowers	,,	0 15 0	0 15 0
0	4	0	0	4	0	261	Musk	Case or package	1 4 0	1 4 0
0	6	0	0	4	0	262	Myrabolams or Galnuts and Beeda-nuts ...	Ton	0 15 0	0 15 0
0	8	0	0	8	0	263	Nails, of sorts	,,	1 12 0	1 12 0
	Special.					264	Naphtha	Case or carboy	0 3 0	0 3 0
0	8	0	0	8	0	265	Nux Vomica	Ton	2 0 0	1 8 0
0	12	0	0	8	0	266	Oilcake...	,,	1 2 0	1 2 0
0	1	0	0	1	0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable...	Tin, drum or case up to 10 gals.	0 2 6	0 2 6
0	12	0	0	8	0	268	Do. do. do. in casks ...	Ton	2 0 0	1 8 0
0	8	0	0	4	0	269	Do. perfumed	Case or pot	0 10 0	0 10 0
	Measurement.					270	*Oilcloth* and Floorcloth	Ton	2 0 0	2 0 0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft.	0 2 0	0 2 0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
	Measurement.					273	Do.	Case from 5 c. ft. and upwards.	Measurement.	
1	0	0	0	8	0	274	Olibanum or Incense	Ton	1 12 0	1 8 0
1	8	0	1	0	0	275	Opium	Chest of 140 lbs.	1 12 0	1 4 0
0	12	0	0	8	0	276	Do.	Half-chest	0 14 0	0 10 0
						277	Organs and Harmoniums—*see* Harmoniums.			
0	1	0	0	0	6	278	Orsidue or brass leaves	Package	0 2 6	0 2 6
0	1	0	0	0	6	279	Overland post parcels	Each	0 2 6	0 2 6
0	8	0	0	8	0	280	Paints, oil	Ton	2 4 0	2 4 0
0	4	0	0	2	0	281	Paper of kinds	Case or bale	0 6 0	0 6 0
1	0	0	1	0	0	282	Pearls	Box or package	1 0 0	1 0 0
	Measurement.					283	Do. imitation	Do.	0 7 0	0 7 0
0	8	0	0	8	0	284	Pepper of kinds and pepper roots ...	Ton	2 8 0	1 12 0
							Perambulators	Case	Measurement.	
	Measurement.					285	Perfumery—hair oil, pomades, &c.	,,	Measurement.	
4	0	0	2	0	0	286	Pianofortes	Each	5 0 0	5 0 0
0	4	0	0	2	0	287	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	0 4 0	0 2 6
0	4	0	0	2	6	288	Piece Goods, Silks and Velvets	,,	0 12 0	0 12 0
0	4	0	0	2	6	289	Do. Cotton and Silk, large bales ..	,,	0 12 0	0 12 0
0	4	0	0	2	0	290	Do. Woollens	,,	0 6 0	0 5 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	291	Pitch	Ton	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load	0 1 0	0 1 0
		297	Provisions for daily use of ships in Dock ...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle.	0 5 0	0 5 0
0 2 0	0 1 0	299	Rags	Bale or package.	0 4 0	0 3 0
Special.		300	Railway Plant and Materials	.....	Same rates as Machinery	
		301	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	302	Rattans...	Ton	2 4 0	2 4 0
0 1 0	0 0 6	303	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	304	Rose-flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	305	Rose-water	Case	0 2 6	0 2 6
0 1 0	0 0 6	306	Do.	Carboy	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
0 8 0	0 8 0	308	Rosin	Ton	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 8 0	0 8 0	310	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	311	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	312	Sago	Ton	2 4 0	2 4 0
Measurement.		313	Do.	Case or package	Measurement.	
0 8 0	0 8 0	314	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	315	Salt, country	,,	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's stores.			

* *Bonâ fide* ship's stores, furniture, tools and materials for repairs imported or exported at Wet Dock are exempted from payment of Wharfage charges.

0	12	0	0	6	0	317	Saltpetre	,,	2	0	0	2	0	0
0	1	0	0	0	6	318	Samples, Cotton, small	.....	Free.					
0	1	0	0	0	6	319	Do. other than above	Parcel	0	1	0	0	1	0
Measurement.						320	Do. do. in case	Case	Measurement.					
0	8	0	0	8	0	321	Sandalwood	Ton	2	0	0	2	0	0
0	2	0	0	1	0	322	Sandalwood boxes and ware	Package	0	7	0	0	7	0
0	8	0	0	8	0	323	Sapanwood	Ton	1	10	0	1	6	0
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0	10	0	0	11	0
0	12	0	0	8	0	325	Seeds other than Oilseeds, unenumerated ...	,,	1	12	0	1	12	0
0	8	0	0	8	0	326	Senna leaves	,,	2	4	0	1	12	0
1	0	0	1	0	0	327	Shark Fins and Samooder Fins	,,	2	2	0	2	2	0
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi	Case or package	0	14	0	0	12	0
0	4	0	0	2	0	329	Do European	,,	Measurement.					
0	8	0	0	8	0	330	Shellac	Ton	2	8	0	1	12	0
0	3	0	0	2	0	331	Shells, in cases, unenumerated	Case	0	7	0	0	7	0
0	8	0	0	8	0	332	Do. in bags and loose, unenumerated ...	Ton	2	0	0	1	8	0
0	1	6	0	1	0	333	Shovels	Per dozen	0	3	0	0	3	0
0	4	0	0	2	0	334	Silk, Raw	Case or bale	0	8	0	0	8	0
						335	Silk Piece Goods—*see* Piece Goods.							
						336	Silverware—*see* Bullion.							
Measurement						337	Skins, Goat and Sheep, tanned	Bundle, bale or case	0	6	0	0	6	0
Do.						338	Soap, perfumed, foreign	Case	Measurement.					
Do.						339	Do do bar	,,	Do.					
Do.						340	Do do do. in small boxes	Per cubic foot	0	2	0	0	2	0
1	0	0	0	8	0	341	Soap, soft, country, and bar	Ton	1	12	0	1	12	0
0	8	0	0	4	0	342	Spelter and Solder	,,	1	14	0	1	14	0
1	0	0	0	12	0	343	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.	,,	1	12	0	1	8	0
						344	Bastard cardamoms—*see* Special rate for Cardamoms.							
0	0	1½	0	0	¾	345	Spirits, Liquors, and Wines, in wood ...	Imp. gal.	0	0	3½	0	0	3½
0	0	9	0	0	3	346	Do. do. in bottle ...	1 doz. qts. or 2 doz. pints	0	2	0	0	2	0
Measurement.						347	Stationery, unenumerated	Case or cask	Measurement.					
0	8	0	0	4	0	348	Steel	Ton	1	8	0	1	8	0
0	12	0	0	8	0	349	Sugar and Sugarcandy	,,	0	12	6	0	12	6
0	2	0	0	1	0	350	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5	0	0	5	0
Measurement						351	Do. do. do	Case under 1 cwt.	Measurement.					
0	8	0	0	8	0	352	Sulphur	Ton	2	2	0	2	2	0
						353	Tallow—*see* Fat.							
1	0	0	0	10	0	354	Tamarind	,,	1	4	0	1	4	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	355	Tar	Ton	2 2 0	2 2 0
0 1 0	0 0 6	356	Tea	Pkge. up to 15 lbs.	0 1 0	0 1 0
0 1 0	0 0 6	357	Do.	Pkge. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	0 1 0	358	Do.	Pkge. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 3 0	0 1 6	359	Thread	Case	0 6 0	0 5 0
0 12 0	0 8 0	360	Tiles, flooring	Ton	2 4 0	2 4 0
0 12 0	0 8 0	361	Do. foreign	1,000	3 12 0	3 12 0
		362	Do. Mangalore	Regtr. ton of vessel	1 12 0	1 12 0
0 12 0	0 4 0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft.	1 12 0	1 12 0
0 12 0	0 4 0	364	Do. planks and scantlings	,,	1 4 0	1 4 0
0 8 0	0 4 0	365	Tin of kinds	Ton	1 12 0	1 4 0
0 1 0	0 0 6	366	Tin plates	Box of 1 cwt.*	0 1 6	0 1 3
0 4 0	0 2 0	367	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.		368	Do. country	Bale	Measurement.	
0 4 0	0 2 0	369	Tortoise shell	Case	0 9 0	0 9 0
Measurement.		370	Toys	,,	Measurement.	
0 2 0	0 1 0	371	Trunks and boxes	,,	Do.	
0 6 0	0 6 0	372	Turmeric and turmeric powder	Ton [gals.	1 8 0	1 4 0
Special.		373	Turpentine	Tin, drum or case up to 10 Imp.	0 2 6	0 2 6
1 4 0	0 8 0	374	Twine	Ton	2 0 0	2 0 0
0 4 0	0 2 0	375	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	377	Varnish	Five imp. gals.	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6
		379	Do. do.	Cart-load	0 7 0	0 7 0
0 2 0	0 1 0	380	Vermilion	Case	0 5 0	0 5 0

* Boxes above 1 cwt. to be charged proportionately,

0	3	0	0	2	0	381	Waste, Cotton, Twist and Wool	Bale	0	2	0	0	2	0
0	8	0	0	8	0	382	Watches, gold and silver	Case	1	8	0	1	8	0
0	4	0	0	2	0	383	Do. other than above	,,	0	12	0	0	12	0
0	6	0	0	4	0	384	Weed Seed	Ton	2	4	0	2	4	0
0	8	0	0	8	0	385	Whiting	,,	2	0	0	2	0	0
						386	Wines, &c.—*see* Spirits.							
0	1	0	0	0	6	387	Wire, bottling	Case of 1 cwt.	0	2	0	0	2	0
1	0	0	0	8	0	388	Do. of sorts, unenumerated	Ton	2	4	0	2	4	0
0	3	0	0	1	0	389	Wool, unpressed	Docra up to 1½ cwts.	0	4	0	0	4	0
0	4	0	0	2	0	390	Do. do.	Do. between 2½ and 3 cwts.	0	6	0	0	6	0
0	4	0	0	2	0	391	Do. do.	Bale or bora above 3 cwts.	0	8	0	0	8	0
0	3	0	0	2	0	392	Do. pressed	Bale	0	5	0	0	5	0
						393	Do. Berlin—*see* Haberdashery.							
						394	Woollens—*see* Piece Goods.							
0	12	0	0	6	0	395	Yellow metal, sheets, sheathing, and braziers ...	Ton	2	0	0	1	4	0
0	8	0	0	6	0	396	Zinc sheathing, sheets and perforated sheets ...	,,	2	0	0	2	0	0
						397	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0	0	0	9	398	If under 4 cubic feet	Package	0	2	0	0	2	0
0	1	6	0	1	0	399	If 4 or under 6 cubic feet	,,	0	4	0	0	4	0
0	2	6	0	1	6	400	If 6 or under 10 cubic feet	,,	0	6	6	0	6	6
0	4	0	0	2	0	401	If 10 or under 15 cubic feet	,,	0	8	0	0	8	0
0	5	0	0	2	6	402	If 15 or under 20 cubic feet	,,	0	10	0	0	10	0
0	6	0	0	3	0	403	If 20 or under 30 cubic feet	,,	0	14	0	0	14	0
0	10	0	0	5	0	404	If 30 or under 40 cubic feet	,,	1	3	0	1	3	0
0	14	0	0	7	0	405	If 40 or under 50 cubic feet	,,	1	8	0	1	8	0
1	0	0	0	8	0	406	If 50 or under 60 cubic feet	,,	1	14	0	1	14	0
0	1	0	0	0	9	407	For every 10 cubic or part of 10 cubic feet additional	,,	0	2	0	0	2	0
1	4	0	0	8	0	408	On all goods not enumerated, chargeable by weight.	Ton	2	4	0	2	4	0
						409	Unenumerated unpacked goods	Coolie-load	0	2	0	0	2	0
						410	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ...	Free.						

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Docks :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees, as the case may be, for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet	0	0	6	each.
,, ,, over 6 ,,	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6 ,,	0	2	0	,,
Cases, Machinery, under 1½ tons weight	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, ,, over 2 dozen	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,,	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,,	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,,	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

RENTS.

11. Imports.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the Warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—*Iron and Steel as specified under item No.* 210 will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85,* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged $\frac{1}{6}$th of wharfage rate; export goods taken on board from lighters alongside will be charged $\frac{1}{3}$rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

16. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

On landing, if work is done by	Cotton.	Coir.	Wool.
Mukadam, per bale.....Rs.	0 0 6	0 0 9	0 0 6
On re-shipment do. ..... ,,	0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale..... ,,	0 2 0	0 2 9	0 4 6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo within the limit hereafter mentioned will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transhipment cargo under Rule 23.

19. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

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* BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

20. DOCK DUES.

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged), will be charged 1 pie per ton per diem, the minimum charge (troopships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under .....Rs. 12 per diem.
For vessels over 250 feet in length..... ,, 18 per diem.

21. NIGHT AND HOLIDAY WORK.

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 6 P.M. to 6 A.M.
Rs. 15 per half-night from 6 P.M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night from 6 P.M. to 6 A.M., and Rs. 7½ per half-night from 6 P.M. to midnight, or from midnight to 6 A.M., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and holidays :—

For work done any time between midnight on Saturday and midnight on Sunday .....Rs. 200
For work done on holidays..... ,, 30 per day.
,, ,, ... ,, 15 per half-day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment one-third of wharfage rate as a transhipment fee will be charged ; the transhipment fee will cover the right to deposit on wharf 3 days, thereafter the ordinary Dock ground or shed rent charges will be levied ; the ship shall make its own arrangements for handling and removing the goods. In the case of Liners having preferential berths, special arrangements may be made with the Dock Superintendent as to all such charges.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-law No. 30A.

25. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

26. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

27. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity ; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

28. In the case of cargo sent out to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing at the Docks, or, if so directed by the Agents, at any Bandar, at the rate of one Rupee per ton.

29.—CRANAGE.

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half-night only be required for the whole night, application to be made at least two hours before the end of the half-night to the Shed Manager.

H.—All applications for cranes to be in regular book-forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½-ton crane per day or per night.....	Rs.	5	0	0
For each 1½-ton crane per half-day or half-night...	„	2	8	0

Day to be from 6 A.M. to 6 P.M. Half-day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 6 P.M. to 6 A.M. Half-night to be from 6 P.M. to midnight.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts, will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the East Wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding

			5 tons...	Rs.	1	0	0	per ton.
„	5	„	„ 8 „ ...	„	2	0	0	„
„	8	„	„ 11 „ ...	„	3	4	0	„
„	11	„	„ ...	„	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons:	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

30. The toll for the use of sidings at the Wet Docks is not to exceed four annas per ton, and may be fixed within this limit by the Trustees from time to time.

31. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2 A (see Schedules A. B. and B (1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including steraine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not, in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees' Warhouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrants.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to reporters, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favor the warrants are to be issued in the following form :—

"Please to divide the within" or, (when part is to be delivered) "Deliver to bearer (state how many packages) and grant new " "one for (state how many packages) in favor of , one "for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and that buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application ; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week ; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same

as when a deposit is made ; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills ; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 A.M. till 5 P.M.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

Registered No. of

No.

Bombay, 189

THE SUPERINTENDENT,
PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S.
and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.		Description of Goods.
	Total...			

Signature—
Address—

ROYAL • LIBRARY • OF THE BOMBAY BRANCH OF THE ETY.

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 189

Please to prepare Warrants in the name of to
for the undermentioned Goods about to be exported in the S. and issue Weight Notes agreeably
by
to such directions as you may receive from

Signature—
Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B. (1), *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of for the undermentioned Goods imported in the S. from entered by Captain on the 189 ; and issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot. *Bombay, Dated this* Rotn. No. 189 .

No.

Warrant for the Goods noted below, warehoused by for export to
by S. expected to sail on deliverable to
or order by endorsement hereon. Rent commences on the and all other charges
from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 189 .

No.

Warrant for the Goods noted below, imported in the S. Captain

from entered by on the deliverable

to or order by endorsement hereon. Rent commences on the

and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The PortTrust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 189

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

189

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.

Surety.

Double the value of the goods in respect of which the warrant has been lost.

The stamp will be in accordance with the Stamp Act, Schedule No. 23.

Dated this day of 189 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the Condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

Goods.	Per	Charges. Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week Rs. a. p.
1. Alum	Ton	0 8 0	0 1 6
2. Beef and Pork	Tierce	0 4 0	0 0 6
3. Do.	Barrel	0 3 0	0 0 4
4. Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5. Do.	„ above 12 c. ft.	0 3 0	0 1 0
6. Cardamoms	Cwt.	0 0 6	0 0 ½
7. Cement	Ton	0 8 0	0 1 6
8. Coffee	„	0 8 0	0 1 0
9. Copperas	„	0 8 0	0 2 0
10. Cotton	Pressed Bale	0 1 6	0 0 6
11. Cutlery	Package measurement.		
11a. Earthenware retorts and piping for drainage	To be charged by measurement.		
12. Ginger, dry	Ton	0 6 0	0 1 6
13. Glassware and Earthenware.	Package measurement.		
14. Grain	Ton	0 5 0	0 0 9
15. Groundnuts	„	0 5 0	0 0 9
16. Gums	„	0 8 0	0 1 6
17. Gunnies	Bale, large	0 3 0	0 0 9
18. Do.	„ small	0 2 0	0 0 6
19. Hardware	Package measurement.		
20. Hessians	Same as for canvas.		
21. Machinery	Ton	1 8 0	0 8 0
METALS—			
22. Iron—Hoop, Sheet, Nail & Rod	„	0 8 0	0 1 0
23. Do.—Bars and Bundles	„	0 8 0	0 1 0
24. Copper & Yellow Metal, in cases	„	0 10 0	0 1 0
24a. Do. do. in bundles	„	...	0 1 6
25. Zinc Sheets	„	0 8 0	0 1 0
26. Copper, Zinc, Spelter, Tin, in Tiles or Sheet	„	0 8 0	0 1 0
27. Indigo	„	0 8 0	0 2 0
28. Mother-o'-Pearl Shells	„	0 8 0	0 2 0
29. Myrabollams or (gallnuts)	„	0 5 0	0 0 9
30. Oil Seeds	„	0 5 0	0 0 9
31. Opium	Chest	0 4 0	0 4 0
32. Paper, in bales or cases	Package	0 3 0	0 0 6
33. Paints	Ton	0 8 0	0 1 0
34. Pepper	„	0 6 0	0 1 6
35. Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6
35a. Do. per bale of 15 c.ft. and upwards	Per c. foot	0 0 2	0 0 0½
36. Sandal and Sapan wood	Ton	0 8 0	0 2 0
37. Senna Leaves	„	0 6 0	0 1 6
38. Sharkfins and Fishmaws	„	0 8 0	0 4 0
39. Shawls	Package	0 4 0	0 4 0
40. Sugar	Ton	0 6 0	0 0 9
41. Spices except Cardamoms	„	0 8 0	0 1 0
42. Tea	Chest	0 1 0	0 0 3
43. Tin Plates	Ton	0 8 0	0 1 0
44. Turmeric	„	0 6 0	0 1 0
45. Twist and Yarn	Bale	0 2 0	0 0 5
46. Wool	Pressed Bale	0 2 0	0 0 6
47. Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48. Do. do. by weight	Ton	0 8 0	0 1 6

1. Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts., each per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts. each per cart	0	1	6

3. Loading and unloading together of packages over 2 cwt. each at rates to be arranged with the Traffic Manager.

4. The Traffic Manager will have the option of allowing merchants to do their loading and unloading of carts or of having the service performed departmentally.

5. Weighment of goods will be charged for at the rate of 3 annas per ton.

6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act,* 1873, *and Sections* 73 *and* 74 *of Bombay Port Trust Act* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being, for any reason, required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting beetle-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation, is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way, shall, after having been given due notice by a Port Trust officer to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect verandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to or from any Port Trust wharf shall make proper

provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, &c., must be preferred within two months from the date on which the wharfage fees, extra fees, &c., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees two for refund of wharfage fees, &c., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

13*A*. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100, and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this Board.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

15. In the case of goods brought by vessels sailing under a General Pass granted by the Collector of Customs, before any such goods are landed at the Trustees' Bunders, *i.e.*, at their wharves, piers and landing-places other than the wharves, piers and landing places at Prince's and Victoria Docks, or having been landed before such goods are removed from the Trustees' premises, the owners or importers of the goods shall prepare a declaration note, in duplicate, in the form shown in Schedule A, stating the number, marks and description of the packages, and the sort and weight of the goods intended to be landed, and comply with the following bye-laws.

This declaration note shall be handed by the owners or importers to the Trustees' Officers at the Mody Bunder Traffic Office for examination.

The duplicate will be retained in that office and the original returned to the owners or importers, who must present the said original declaration note to the officers employed in the collection of the Trustees' charges at the Bunders, where the goods have been or are intended to be landed, and pay the Trustees' charges on the goods specified in the note, before such goods shall be removed from the Trustees' premises, and on such removal of the goods shall surrender the note to the said officers.

133557

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

See Sec. 30, page 32.—Goods landed and shipped at the Chaupáti, Mahim, and Warli Bunders, and at the Bunders north of the Frere Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
1	Acids	Case	0	4	0
2	Ærated waters	One doz.	0	0	3
3	Akroots (walnuts)	Package	Measurement		
4	Ale, beer, porter, and cider ...	Hogshead	0	4	0
5	Do. do. in wood ...	Kilderkin	0	2	0
6	Do. do. in bottles ...	1 doz. qts. or 2 doz. pints	0	0	6
7	Do. do. in firkins of 9 gallons...	Firkin	0	1	3
8	Alkali (sajekar)	Ton	0	12	0
9	Almonds	,,	0	12	0
10	Aloes, black	,,	0	12	0
11	Alum (fatki)	,,	0	8	0
12	Ambasee (dried mango) ...	,,	0	12	0
13	* Anchors, grapnels, &c., English.	,,	0	8	0
14	Do. do. country	Coolie-load	0	0	6
15	Animals—*see* Live Stock. Animals and plants for public gardens in India	...	Free		
16	Antimony (soorma)	Ton	0	12	0
17	Apparel, not accompanying passengers	Package	0	2	0
18	Arrowroot, country	Ton	0	12	0
19	Do. foreign	Case or package	Measurement		
20	Arsenic	Package	Do.		
21	*Asphalte	Ton	0	8	0
22	Asafœtida, in bulk (hing) fine...	,,	2	8	0
23	Do. do. do. ...	Case or package	0	4	0
24	Do. coarse (Hingola) ...	Ton	0	12	0
25	* Ballast stones	Boat under 25 tons burden	1	0	0
26	* Do.	Boat over 25 and up to 50 tons	2	0	0
27	* Do.	Boat over 50 tons burden	2	8	0
28	* Bamboos	Regd. ton of vessel	0	2	0
29	* Do. tokers by raft ...	One hundred	0	8	0
30	* Do. and tokers ...	Cart-load	0	2	0
31	* Bamboo blinds, in bundles ...	Regd. ton of vessel	0	2	0
32	* Do. do. do. ...	One hundred bundles	0	8	0
33	Do. do. do. ...	Cart-load	0	2	0
34	Bangles, country	Package	0	1	0
35	Do. do.	Cart-load	0	6	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
36	Bangles, foreign	Case	0	2	0
37	Bardans (old gunnies) ...	Bundle or package	0	1	0
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or pork	Tierce	0	4	0
46	Do do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard-tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (bodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* special rates at p. 32.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ...	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	*Bottles, empty	Crate, cask or case over 8 cubic feet	0	2	0
67*a*	* Do. do.	Packages up to 8 c. feet, per cubic foot	0	0	3
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do. ...	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	* Do. horse and cattle, empty §	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts and ware ..	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tile, country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0
81	* Do. foreign ...	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
85	Burroo (country pens) ...	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0
87	* Casks and hogsheads, half and quarter...	,,	0	0	6
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	,,	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cashewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign	,,	0	4	0
105	* Carriages, four-wheeled ..	Each	4	0	0
106	* Do. two-wheeled ...	,,	3	0	0
107	Cartridges, loaded—*see* under Gunpowder 270D.				
108	* Carts, country	,,	0	8	0
109	* Cart-wheels..	Pair	0	4	0
110	Cassa-ware, white metal ...	Ton	0	8	0
111	Catechu	Package of 4 c. ft. and under	0	0	6
112	Do.	Package over 4 c. ft.	0	1	0
113	Cement	Ton	0	6	0
114	Chairs, in bundles	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk...	Ton	0	6	0
117	* Charcoal	Regd. ton of vessel	0	2	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Cheese, loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chilims, for hookas... ...	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	Do. flower pots	Each	0	0	6
127	Do. garden seats	,,	0	2	0
128	Do. preserves & chow-chow.	Case of ½ a doz. and under	0	1	0
129	Do. do. do. ...	Case of over ½ a doz.	0	2	0
130	Do. do. do. ...	Jar or pot	0	0	3
131	Do. roots	Ton	0	12	0
132	Do. and Japan fancy goods.	Case	Measurement		
133	Do. ware in rolls, large ...	One dozen	0	3	0
134	Do. do. small ...	,,	0	1	6
135	Do. white copperware ...	Case	0	3	0
136	Chooney	Candy of 8 furrahs or 9 Indian maunds	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
137	* Chunam, loose	Regd. ton of vessel	0	2	0
138	* Do. in packages ..	Ton	0	8	0
139	* Do. stones	,,	0	4	0
140	* Clay, China and fire ...	,,	0	8	0
141	* Do. country	Regd. ton of vessel	0	3	0
142	Clay figures	Case	0	2	0
143	Clocks	Case of 8 c. ft. and over	0	8	0
144	Do.	Case of under 8 c. ft.	0	4	0
145	* Coal, coke, cinders, patent fuel, and ashes	Ton	0	1	0
146	Do. do. do. ...	Cart-load	0	1	0
147	* Coal shoots	Each	0	4	0
148	Cocoanuts, loose, when numbers are declared	One thousand	0	2	6
149	Do. when numbers are not declared	Package	0	1	0
150	Cochineal	Cwt.	0	2	0
151	Cocum	Ton	0	12	0
152	Do. oil	Case or pot	0	4	0
153	Coffee...	Ton	0	8	0
154	Do. dross	,,	0	6	0
155	Coins, copper...	Box or package	0	1	0
156	Coir Fibre	Ton	0	9	0
157	Do. pressed	Bale	0	1	6
158	Do. rope, cable, cordage and yarn	Ton	0	9	0
159	Colombo root...	,,	0	12	0
160	Confectionery	Case	Measurement		
161	* Coojas or goblets, Muscat ...	One hundred	0	4	0
162	* Do. do. Goa, common.	,,	0	2	0
163	Coormoora (parched rice) ...	Package	0	0	6
164	Coosoomba—*see* Safflower.				
165	* Copper, in sheet, slabs, or tiles	Ton	0	8	0
166	Do. ware and wire ...	,,	0	8	0
167	Do. when no weight is given	Package	Measurement		
168	Copperas	Ton	0	12	0
169	Copra...	,,	0	9	0
170	Coral	Package or box	0	8	0
171	Do. imitation	Case	Measurement		
172	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0	12	0
173	Coriander seeds	,,	0	9	0
174	Corks...	Bale or case	Measurement		
175	Cotton, raw, pressed	Bale	0	0	6
176	Do. unpressed	Bale or docra of over 3 cwts.	0	0	6
177	Do. do.	Bale or docra of under 3 cwts.	0	0	3
178	* Cotton screw-jacks	Each	0	0	6
179	Couches and sofas	,,	0	2	0
180	Cowries	Ton	0	12	0
181	Crackers, China	Case of one picul of 133 lbs.	0	2	0
182	Do. do.	Case under one picul	0	1	0
183	Crockery, porcelain, and earthenware	Crate or Hogshead	Measurement		
184	Croton seed (jamalgotee) ...	Ton	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
185	Cummin seed...	Ton	1 4 0
186	Cupas (mat bags)	One hundred	0 4 0
187	Do. (do.)	Coolie-load	0 0 6
188	Cutlery	Case	Measurement
189	Dammer	Ton	0 9 0
190	Dates, dry	,,	0 9 0
191	Do. wet	,,	0 9 0
192	Do. in pots	One dozen pots	0 4 0
193	* Dhooleakar (country soda earth) ...	Regd. ton of vessel	0 6 0
194	Do. part cargo and in bags.	Ton	0 9 0
195	Dhowri flowers	,,	0 12 0
196	* Dinner cups (leaves) ...	Fifteen hundred	0 0 3
197	Do. leaves	,,	0 0 3
198	Dishes, wooden, large ...	Score	0 1 0
199	Do. do. small ...	,,	0 0 6
200	* Disinfecting powder ...	Ton	0 8 0
201	Dragon's blood	Case	0 2 0
202	Drugs and Medicines, foreign, not enumerated	Case or package	Measurement
203	Do. do. country ...	Bag	0 1 0
204	Drums, dubbers, and dubbas...	One hundred	0 12 0
205	Dyes, country, not enumerated.	Ton	0 12 0
206	Do foreign	Case or package	Measurement
207	Earthen retorts and piping for drainage	Ton	0 12 0
208	Earthenware, foreign—*see* Crockery		
209	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0 3 0
210	* Eggs	Basket or pot	0 0 6
211	Elephants' tusks and Moyes' teeth—*see* Ivory.		
212	Engines, garden	Each	0 4 0
213	Fans	Case	0 2 0
214	Fat, grease, lard and tallow ...	Ton	0 12 0
215	Feathers	Case or package	0 2 0
216	Felt	Bale	Measurement
217	* Firewood	Regd. ton of vessel	0 2 0
218	* Do.	Cart-load	0 1 3
219	* Fish, fresh	Mutchwa or bullow per month	2 0 0
220	* Do.	Hody per month	1 0 0
221	* Do.	Boat manned by 2 men	0 8 0
222	Fish, salted & dried, in pkges.	Ton	0 12 0
223	Do. do., loose ...	Regd. ton of vessel	0 8 0
224	Do. do. ...	Card-load	0 4 0
225	Fish, tamarind	Keg	0 1 0
226	Fish maws	Ton	1 4 0
227	Fishing nets, new	Each	0 2 0
228	Do. tackle	Case	0 2 0
229	Fish roe	Pot or package	0 1 0
230	Flax	Bale	0 2 0
231	Flour	Ton— Import	0 4 0
		Ton— Export	0 3 0
232	Flour in barrels, no weight given	Barrel	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
233	* Fruits, fresh, foreign ...	Case	0	1	0
234	* Do. do.	Barrel	0	1	6
235	Do. from Zanzibar and Muscat	Basket	0	0	6
236	* Do. from Cabul	Large basket or jambil	0	6	0
237	* Fruit, fresh, country ...	Regd. ton of vessel	0	2	0
238	* Fruits, fresh, part cargo ...	Cart-load	0	1	6
239	* Do. country	Coolie-load	0	0	3
240	Do. dry, not enumerated..	Ton	0	12	0
241	Do. from Europe ...	Case	Measurement		
242	Furniture, not accompanying passengers	,,	Do.		
243	Gallnuts—*see* Myrabolams.				
244	Ganja *(Cannabis indica)* ...	Ton	1	4	0
245	Garlic	,,	0	12	0
246	Ghee	,,	0	12	0
247	Ginger, dry (soonth)	,,	0	8	0
248	* Do. green...	Regd. ton of vessel	0	2	0
249	* Do. do. part cargo ...	Cart-load	0	1	6
250	Do.	Coolie-load	0	0	3
251	Glass-ware	Hogshead	Measurement		
252	Glass, window	Box	0	1	0
253	Do. broken	Package	0	1	0
254	Glue	Ton	1	0	0
255	Goat's hair, loose, in bundles...	Bundle or package	0	0	6
256	Do. pressed	Bale	0	1	0
257	Gold leaf—*see* Bullion.				
258	Do. mock	Box or package	0	1	0
259	Gold and silver lace or jurry ...	,,	0	4	0
260	Grain of all kinds, loose and in bags	Per ton of 3 candies 8 furrahs, or 9 Indian maunds to candy—On Import	0	4	0
		On Export	0	3	0
261	* Grass, green	Regd. ton of vessel	0	2	0
262	* Do.	Cart-load	0	1	0
263	Grass-oil	Case or pot	0	4	0
264	Grinding-stones, country ...	Pair	0	0	6
265	Groundnuts	Ton	0	6	0
266	Gums of kinds, not enumerated	,,	1	0	0
267	Gunny-pieces and bags ...	Bale	0	3	0
268	Do. do. ...	Half bale	0	1	6
269	Do. do. ...	Bundle of 50 pieces	0	0	9
270	Gunpowder	Case or barrel up to 25 lbs.	0	2	0
270*a*	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0	3	0
270*b*	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0	4	0
270*c*	Do.	For every 25 lbs. additional	0	2	0
270*d*	Percussion caps and loaded cartridges	Per cubic foot	0	2	0
271	Guns, large, cannons, howitzers, &c.—*see* Military stores and arms.				

No. of Item	Description of Goods.	How charged.	Wharfage Fee.
272	†Sporting rifles, fowling pieces, &c.	Each	Rs. a. p. 0 3 0
273	†Pistols, revolvers, &c. ...	,,	0 2 0
274	Haberdashery, millinery, and hosiery	Case	Measurement
275	Hams, in cases	,,	Do.
276	* Do. loose	Each	0 0 3
277	* Hardware	Ton	0 12 0
278	Do. when no weight is given.	Package	Measurement
279	Harmoniums and Organs—		
	If under 20 cubic feet ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	,,	0 9 0
	If 30 ,, do. 40 ,, ...	,,	0 12 0
	If 40 ,, do. 50 ,, ...	,,	1 0 0
	If 50 ,, do. 60 ,, ...	,,	1 10 0
	If 60 ,, do. 70 ,, ...	,,	2 10 0
	If 70 ,, do. 80 ,, ...	,,	4 0 0
	If 80 ,, and over	,,	5 0 0
280	Harness and harness requisites	Case	Measurement
281	Hats and caps—*see* Haberdashery and Millinery.		
282	* Hay and Straw	Regd. ton of vessel	0 2 0
283	* Do. pressed	Bale	0 0 6
284	* Do. in bundles	Cart-load	0 1 0
285	Hemp, loose, in bundles ...	Ton	0 9 0
286	Do. pressed	Bale	0 1 0
287	Hessians	,,	0 3 0
288	* Hides, buffalo, &c.	One hundred	0 8 0
289	Honey	Package or pot	0 1 0
290	Hookas (cocoanut shells) ..	Package	0 1 0
291	Horns, buffalo, bullock & deer.	Ton	0 12 0
292	Hulwa, in plates	Dozen plates	0 1 0
293	Do. in jambils	Dozen jambils	0 0 6
294	* Husk or chaff for burning bricks	Regd. ton of vessel	0 2 0
295	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
296	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
297	Incense—*see* Olibanum.		
298	Indian condiments	Case	Measurement
299	Indigo	Ton	1 0 0
300	Ink	Case	0 3 0
301	Do.	Cask	0 4 0
302	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
303	Ironmongery	Ton	0 12 0
304	Do. when no weight is given	Case	Measurement
305	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
306	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0

† Sporting rifles, fowling-pieces, pistols, revolvers, &c., accompanying shooting parties, or passed between ship and shore for repair, or sporting, will be exempted from Wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
307	Ivory and elephant tusks ...	Cwt.	0	2	0
308	Do. ware	Package	0	4	0
309	Jaggery	Ton	0	6	0
310	Jars, fancy, large, China and Japan	Each	0	1	0
311	Do. common, large	One hundred	2	0	0
312	Do. do. small	,,	1	0	0
313	Jewellery and trinkets ...	Box or package	0	8	0
314	Do. do. imitation ...	Case or package	0	2	0
315	Jute, raw, loose	Ton	0	9	0
316	Do. pressed	Bale	0	1	0
317	Kegs	One doz.	0	2	0
318	Khootwood	Ton	0	12	0
319	Kuskas for tatties	Package	0	1	0
320	Kerosine Oil	Case of 8 Im. gals.	0	0	6
321	Lac	Ton	1	0	0
322	Lac-dye	Package	0	2	0
323	Lavender flowers	,,	0	1	0
324	Lanterns, country	One doz.	0	0	6
325	Lead, pig, piping, sheets and rolls...	Ton	0	8	0
326	Do. black, white, and red ...	,,	0	12	0
327	Do. shot	,,	0	12	0
328	Leather, country	Bundle of 25	0	2	0
329	Do. foreign	Case or package	Measurement		
330	Liquorice-root	Ton	0	12	0
331	Liquors, foreign and country—*see* Spirits.				
332	* Live stock—				
A	Cows and buffaloes ...	Each	0	4	0
B	Calves and pigs	,,	0	2	0
C	Dogs and monkeys ...	,,	0	1	0
D	Donkeys	,,	0	8	0
E	Deer	,,	0	2	0
F	Elephants...	,,	2	0	0
G	Fowls and ducks	One doz.	0	1	6
H	Goats and sheep	Each	0	1	0
I	Do. do.	Per 100	1	8	0
J	Horses—*see foot note to item No.* 73	Each	1	0	0
K	Mules	,,	0	12	0
L	Pigeons, quails and partridges	One doz.	0	1	0
M	Turkeys and geese ..	,,	0	2	0
N	Tigers, bears, and other wild animals	Each	2	0	0
O	Other small birds	Free			
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.				
333	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free			
334	* Passengers' luggage.				
335	Do. do. brought by native coolies.				

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
336	Madder or munjeet	Ton	0 12 0
337	* Marble and marble slabs ...	,,	0 12 0
338	Marking-nuts (bellama) ...	Package	Measurement
339	* Masts of muchwas and padows	Each	0 1 0
340	* Do. of buggalows, cottias, and pattimars	,,	0 2 0
341	Matches, English	Case	Measurement
342	Do. country (dewasali) ...	Bundle	0 0 6
343	Mats, of sorts, foreign ...	Package of 50	0 1 6
344	Do. country...	,, of 100	0 2 0
345	Do. cane	Roll of 25	0 2 0
346	Machinery—*see* special rates at page 32.		
347	Matting, coir	Roll	0 1 0
348	Do. rolls of coir carpet ...	,,	0 2 0
349	Medicine—*see* Drugs.		
350	Metals, not enumerated ...	Ton	0 8 0
351	* Mill and foundation stones...	,,	0 8 0
352	Millinery—*see* Haberdashery.		
353	Molasses and treacle	,,	0 12 0
354	Mother-o'-pearl shells ...	,,	1 0 0
355	Military stores, arms, equipment ...	,,	0 12 0
356	Do. do. when no weight is given	Case	Measurement
357	Mineral waters	Case or cask	0 1 0
358	Mowra and mowra flowers ...	Ton	0 6 0
359	Myrabolams	,,	0 6 0
360	Myrrh	,,	1 4 0
361	Nails, of sorts	,,	0 8 0
362	Naphtha	Case of 10 gals.	0 1 0
363	Nowsagur—*see* Salammoniac.		
364	Nuxvomica	Ton	0 12 0
365	Oars, country...	One doz.	0 1 0
366	Ochre, of kinds	Ton	0 8 0
367	Oils, linseed, castor, and other vegetable...	Tin, drum, or case up to 10 gals.	0 1 0
368	Do. do. do. ...	Ton	0 12 0
369	Do. perfumed, of sorts ...	Case or pot	0 4 0
370	Oil-cake	Ton	0 9 0
371	Oilman's stores	Case	Measurement
372	Olibanum	Ton	0 12 0
373	Opium	Chest of 140 lbs.	1 0 0
374	Do.	Half chest	0 8 0
375	Orsidue or brass leaves ...	Package	0 0 6
376	Overland post parcels ...	Each	0 0 6
377	Paints, oil	Ton	0 12 0
378	Palanquins and doolies ...	Each	0 8 0
379	Paper, of kinds	Bale	0 2 0
380	Papudkhar (country soda) ...	Ton	0 9 0
381	Parafine and petroleum—*see* Kerosine.		
382	Patch leaves	Case	0 2 0
383	Pearls	Box or package	0 8 0
384	Do. imitation	,,	0 2 0
385	Pepper of kinds and pepper roots	Ton	1 4 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
	Percussion caps—*see* under Gunpowder, 270D.				
386	Perfumery, hair oils, pomades, &c., unenumerated... ...	Case	Measurement		
387	Pianofortes	Each	2	0	0
388	Piece-goods, cotton	Bale	0	1	0
389	Do. silk and velvet ...	,,	0	6	0
390	Do. cotton and silk, large bales	,,	0	6	0
391	Do. and woollens... ...	,,	0	2	0
392	Pipes, clay, smoking, common.	Case	0	1	0
393	Pistachio nuts	Ton	1	0	0
394	Pitch	,,	0	12	0
395	Plants, shrubs, and trees ...	Cart-load	0	4	0
396	Do. do. do. ...	Coolie-load	0	0	6
397	Plants for Public Gardens in India	Free			
398	Plated-ware—*see* Bullion.				
399	Plums—*see* Dry fruits.				
400	Porcelain—*see* Crockery-ware.				
401	Poultry and birds—*see* Live-stock.				
402	Powa	Package	0	0	6
403	Precious stones	Box or package	0	8	0
404	Provisions, fresh, for daily use on board...	Free			
405	Do. do. for voyage...	Coolie-load	0	1	0
406	Padwas	Ton	0	12	0
407	Quicksilver	Bottle	0	2	0
408	Railway plant and materials ..	See special rates at page 32.			
409	* Rafters—*see* Timber.				
410	Rags	Bale or package	0	1	0
411	* Rattans	Ton	0	12	0
412	* Do. Malacca	One doz.	0	1	0
413	* Reeds	Bundle	0	0	6
414	* Do.	Cart-load	0	4	0
415	* Road-metal	Regd. ton of vessel	0	2	0
416	Rose-flowers, dried	Ton	0	12	0
417	Rose-water	Case	0	1	6
418	Do.	Carboy	0	0	6
419	Rosin...	Ton	0	12	0
420	Safflower (Coosoomba) ...	,,	1	0	0
421	Saddlery—*see* Harness and harness requisites.				
422	Sago	,,	0	12	0
423	Do.	Case or package	Measurement		
424	* Sails of buggalows, cotias, and pattimars	Each	0	4	0
425	* Do. of padows	,,	0	2	0
426	* Do. of mutchwas	,,	0	1	0
427	Sallum-misree	Ton	2	8	0
428	Salammoniac...	,,	0	12	0
429	* Salt, country	Regd. ton of vessel	0	2	0
430	Saltpetre	Ton	0	12	0
431	Samada stones	,,	0	12	0
432	Samples and trusses	Parcel	0	1	0
433	Do. do.	Case	Measurement		
434	* Sand deposited on wharf ...	Ton	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
435	* Sand deposited on *hard* ...	Ton	0 1 6
436	Sandalwood	,,	1 0 0
437	Do. boxes and ware ...	Package	0 2 0
438	Sapanwood	Ton	0 10 0
439	Scinde work	Case or package	0 2 0
440	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton { On Import / On Export	0 6 0 / 0 5 0
441	Seeds, other than oil-seeds, not enumerated...	,,	0 12 0
442	Senna leaves	,,	0 12 0
443	Shark-fins	,,	1 4 0
444	Sajeera	,,	0 12 0
445	Shawls, Cashmere and Delhi...	Case or package	0 8 0
446	Do. Europe	,,	Measurement
447	Shells, in cases, unenumerated.	,,	0 2 0
448	Do. loose and in bags, unenumerated	Ton	0 12 0
449	Shellac	,,	1 0 0
450	Shikakai	,,	0 12 0
451	Shooks, barrel	Each barrel	0 0 6
452	Silk, raw	Case or bale	0 3 0
453	* Skins, goat & sheep, tanned.	,,	0 2 0
454	* Do. do. untanned...	Per 50	0 1 0
455	Soap, perfumed, foreign ...	Case	Measurement
456	Do. bar do. ...	,,	Do.
456a	Do. do. do. when in	Cases under 3 cubic feet, per cubic foot	0 0 6
457	Do. country, bar and soft ...	Ton	0 12 0
458	Soapnuts	,,	0 12 0
459	Soda, foreign	Per cask or case, weighing 1 cwt. or under	0 1 0
459a	Do. do.	,, over 1 cwt.	0 2 0
460	Do. country—*see* Papudkhar.		
461	Supras (winnowing fans) ...	One hundred	0 2 0
462	Soorungy	Ton	0 12 0
463	* Spelter and solder	,,	0 8 0
464	Spices—cinnamon, mace, cloves, nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special rate)	,,	0 10 0
465	Spirits and wines, foreign in wood.	Per Imp. gal.	0 0 2
466	Do. do. do. in bottles.	1 doz. qts. or 2 doz. pints.	0 1 0
467	Do. country	Three Imp. gals.	0 0 2
468	Do. beer, porter, &c.—*see* Ale.		
469	Stationery, unenumerated ...	Case	Measurement
470	Do. do. ...	Cask	Do.
471	Staves, barrel—*see* Shooks.		
472	* Steel	Ton	0 8 0
473	* Stones, ballast—*see* Ballast.		
474	* Do. laddy, paving, and sand dressed.	Regd. ton. of vessel	0 2 0
475	* Do. do. do. ...	Cart-load	0 2 0
476	* Do. do. do. undressed and rough ...	Ton	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
477	* Stones, rollers of, large ...	Each	0 4 0
478	* Do. do. small ...	,,	0 2 0
479	* Stoneware, country... ...	Cart-load	0 6 0
480	* Do. do.	Package	0 1 0
481	* Stores, old, marine	Cart-load	0 4 0
482	* Suffrys for making mat bags	,,	0 4 0
483	Sugar and sugarcandy ...	Ton	0 8 0
484	Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement
485	Do. loaf	Case weighing 1 cwt. and over	0 2 0
486	* Sugarcane	Regd. ton. of vessel	0 2 0
487	* Do.	Cart-load	0 1 6
488	Do.	Per cooly-load	0 0 3
489	Sulphur	Ton	0 12 0
490	Sweetmeat, native	Case or package	0 2 0
491	Do. do.	Pot or basket	0 0 6
492	Syrup and sherbet	Case	0 2 0
493	Tallow—*see* Fat.		
494	* Tamarind, raw and green ...	Regd. ton. of vessel	0 2 0
495	* Do. do. do. ...	Cart-load	0 1 6
496	Do. do. do. ...	Per cooly-load	0 0 3
497	Do. preserved (ambli) ...	Ton	0 12 0
498	Tar	,,	0 12 0
499	Tea	Per 15 lbs. or part of 15 lbs.	0 0 6
500	* Tents, double-poled... ...	Each	1 0 0
501	* Do. single-poled	,,	0 8 0
502	* Do. routees	,,	0 4 0
503	* Do. bechobas	,,	0 2 0
504	* Tiles, country	Regd. ton. of vessel	0 2 0
505	* Do. do.	Per cart-load	0 1 0
506	Do. flooring, packed ...	Ton	0 12 0
507	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0
508	Do. do. do. ..	Per cart-load	0 1 0
509	* Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0 8 0
510	* Do. bhendy, jungle, and rafters...	Registered tonnage of vessel	0 6 0
511	* Do. rafters, by raft... ..	Cart-load	0 4 0
512	* Tin, of kinds	Ton	0 8 0
513	Tin plates	Case	0 0 6
514	Tobacco, country, in leaf, unmanufactured ...	Bale	Measurement
515	Do. foreign, manufactured, but not cheroots ...	Case	0 2 0
516	Tortoise shells	,,	0 4 0
517	Toys	,,	Measurement
518	Trunks and boxes, country, empty.	Of 6 c. ft. and under, each	0 0 6
519	Do. do. do. ...	Of over 6 c. ft., each	0 1 0
520	Do. do. foreign . .	.....	Measurement

† On timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
521	Trunks and boxes, camphor-wood drawers	Each piece	0	4	0
522	Turmeric	Ton	0	12	0
523	Turpentine	Per tin, drum, or case up to 10 gals.	0	1	0
524	Twine, country	Ton	0	12	0
525	Twist and yarn	Bale	0	1	0
526	Umbrellas	Case or package	Measurement		
527	Varnish	Case of 5 gals.	0	1	0
528	* Vegetables, fresh	Regd. ton. of vessel	0	2	0
529	* Do. do.	Cart-load	0	1	6
530	* Do. do.	Cooly-load	0	0	3
531	Vermillion	Ton	0	12	0
532	Do.	Case	0	1	0
533	Vinegar, country	Hogshead	0	2	0
534	Do. do.	Pot or carboy	0	0	6
535	Wines, liquors, &c.—*see* Spirits				
536	Wire, of sorts, not enumerated	Ton	0	12	0
537	Do. when no weight is given.	Case	Measurement		
538	Wool, Berlin—*see* Haberdashery.				
539	Do. raw, unpressed ...	Bale up to 1½ cwt.	0	2	0
539*a*	Do. do. do.	Bale or Docra up to 3 cwt.	0	3	0
540	Do. raw	Bale or bora above 3 cwt.	0	4	0
541	Do. pressed	Bale	0	1	0
542	Woollens—*see* Piece-goods.				
543	* Walnuts—*see* Akroots.				
544	Waste cotton, twist and wool	,,	0	0	6
545	Watches, gold and silver ...	Case	0	8	0
546	Do. other than above ...	,,	0	4	0
547	Whiting	Ton	0	8	0
548	* Yellow metal, sheets ...	,,	0	8	0
549	* Zinc sheeting	,,	0	8	0
	Charges for Measurement.				
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be :—				
550	If under 4 cubic feet	Package	0	1	0
551	If of 4 and under 6 cubic feet...	,,	0	2	0
552	If of 6 and under 10 cubic feet	,,	0	2	6
553	If of 10 and under 15 cubic feet.	,,	0	3	0
554	If of 15 and under 20 cubic feet.	,,	0	4	0
555	If of 20 and under 30 cubic feet	,,	0	6	0
556	If of 30 and under 40 cubic feet.	,,	0	7	0
557	If of 40 and under 50 cubic feet.	,,	0	8	0
558	If of 50 and under 60 cubic feet.	,,	0	10	0
559	If of over 60 cubic feet ...	,,	0	12	0
560	On all goods not enumerated, chargeable by weight, the rate will be :—	Ton	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
561	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than one anna per package or rated per cubic foot, and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged	Package	0 1 0
562	Provisions and furniture for picnic and excursion parties will be allowed to pass free.		
563	Four annas will be levied for each duplicate chappa or receipt issued.		
564	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving will be charged :—

		Rs. a. p.
Cargo boats up to 20 tons, each	per month	0 4 0
Do. over 20 tons, and up to 30 tons, each...	,,	0 8 0
Cargo boats over 30 tons, each	,,	1 0 0
Barges up to 60 tons, each	,,	2 0 0
Do. over 60 tons, each	,,	3 0 0
Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month	,,	100 0 0
Do. do. over 185 feet long do. do.	,,	125 0 0
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	,,	10 0 0
Do. do. over 185 feet long do. do. ...	,,	15 0 0

2. Coasting vessels, other than Steamers, excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons

burden. Any period in excess of those days will be charged for according to the following scale :—

		Rs. a. p.
Vessels up to 20 tons burden	per day	0 8 0
Do. over 20 tons and up to 30 tons ...	,,	0 12 0
Do. over 30 tons and up to 40 tons ...	,,	1 8 0
Do. over 40 tons	,,	2 0 0

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennery Island, and to the south of Kalayan Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons each...	per day	0 4 0
Do. over 25 and up to 50 tons	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each...	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies...	,,	0 1 0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged :—

			Rs. a. p.
Steam launches...	each per month		3 0 0
Jolly boats, bandar boats, dingees, and muchwas...	,,	,,	1 0
Cargo boats	,,	,,	1 8
Bullows	,,	,,	1 8
Hodies	,,	,,	0 8

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats .....Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats ...	Each	0 6 0	0 2 0
Tonies...	,,	0 3 0	0 1 6
Boats, from 10 to 15 tons ...	,,	0 8 0	0 3 0
Do. over 15 to 25 ,, ..	,,	1 0 0	0 6 0
Do. over 25 to 100 ,, ...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	Each	0 1 0	0 0 6
Bumboats and jolly boats ..	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons... ...	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons	,,	0 5 0	0 2 0
Do. over 20 and up to 30 ,,	,,	0 8 0	0 3 0
Do. over 30 and up to 50 ,,	,,	1 0 0	0 6 0
Do. over 50 and up to 100 ,,	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

10. Harbour craft and barges getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats and gulbuts	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months or part of 12 months	per ton	0 4 0
Do. on renewal, for every 12 months or part of 12 months	,,	0 8 0

13. Vessels lying on the Hards south of Tank Bandar will be charged double the rates in preceding section—

14. Vessels using the slip at Malet Bandar for oiling and repairing will be charged :—

		Rs. a. p.
Jolly boats	each per diem	0 8 0
Steam launches	,, ,,	1 0 0
Boats, from 10 to 15 tons ...	,, ,,	2 0 0
Do. over 15 to 25 ,, ...	,, ,,	3 0 0
Do. over 25 to 100 ,, ...	,, ,,	4 0 0
Do. over 100 to 150 ,, ...	,, ,,	5 0 0
Do. over 150 tons	,, ,,	6 0 0

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs. a. p.
Elephants ... { Hand-crane	each	2 0 0
Elephants ... { Steam-crane	,,	3 0 0
Horses, included in wharfage.		
Cows and buffaloes	...each	0 8 0
Calves ,, ,, ...	... ,,	0 4 0
Mules and Donkeys, included in wharfage.		
Bale and box goods and other merchandise up to 1½ tons, by hand-crane	per ton	0 4 0
Do. do. by steam-crane	,,	0 6 0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane	,,	0 6 0
Do. do. by steam-crane	,,	0 8 0
Do. do. above 3 to 6 tons by hand-crane...	,,	0 8 0
Do. do. above 6 tons	,,	1 0 0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bandar logs of timber by derrick will be charged per cart-load ... ... Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bandars for water will be charged :—

			Rs.	a.	p.
Boats, small	each	per trip	0	2	0
Cargo boats	,,	,,	0	4	0
Coasting Vessels of 25 tons and under	,,	,,	0	8	0
Do. of over 25 and up to 40 tons	,,	,,	0	12	0
Do. of over 40 tons ...	,,	,,	1	0	0
Steam barges	,,	,,	0	8	0

Vessels that have paid the tonnage fees will be exempted from these charges.

Rents.

18. All goods marked with an asterisk (*) will be allowed to remain free of rent as under. Should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ...	Rs.	30	per 500 sq. ft.
If in sheds, 3 days	,,	20	,, ,,
If on Bandars, 30 feet behind wharf, 5 days	,,	15	,, ,,

19. Goods not marked with an asterisk(*)—

A.—Goods subject to Imperial duty, and duty-free piece-goods and yarn, will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free Goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds, or 30 feet behind the wharf.

C.—Free goods, from free ports, which can be passed on the manifest, will be allowed 3 days if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A, B, and C have expired, extra fees on goods, except Cotton, will be incurred for every 3 days, or part of 3 days, at the rate of Wharfage fee to which the goods may be liable : and in the case of D, the extra fee will be incurred for every 48 hours, or part thereof. For Cotton deposited in the sheds or on the wharf, extra fees will be levied at the rate of one wharfage fee for every day in excess of the free time.

Charges for Scales.

	Rs.	a.	p.
20. Scales for weighment of goods, when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day ...	0	8	0
When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0
Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.			
No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.			
21. Goods, excepting wet dates and jaggery, when repacked on the Bandars, will be charged, per package	0	0	6
Do. wet dates and jaggery, per package	0	0	3

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty ..... { Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty..... { Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the relanding, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

27. Work at nights, on Sundays, and on the general public holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day, will be permitted on the Port Trust Bandars, with the Traffic Manager's consent, on payments of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise	10	0	0

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

Outlying Bandars.

30. Goods landed and shipped at the Chaupáti, Máhim and Warli Bandars, and at the Bandars north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.		
	Rs.	a.	p.
Up to ¼ of a ton	0	6	0
Over ¼ and not exceeding 8 tons...	0	10	0
„ 8 „ 100 „	1	6	0

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate, other than the Prince's Dock Sidings, the following charges will be levied:—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, Charcoal, and Timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property will be charged as under:—

Carts—6 annas per month or part of a month. If within Customs limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.
Bullocks—6 annas per month or part of a month.

34. In the event of the original copy of a Declaration Note being lost by the owners or importers, a fee of one rupee will be charged for the issue of another.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Government Civil Service Regulations.

I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.

II. Those appointed by the late Harbour Board.

III. Those taken over by Government from the late Elphinstone Company.

IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.

V. Those taken over from Government with the Apollo Bonded Warehouses.

VI. Those appointed by the Trustees.

VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Government Civil Service Regulations.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages, and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust, other than Pilots, who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V., as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Civil Service Regulations.

*3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government.

4. For all superior† permanent servants of the Trust appointed

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* No. 3 has been modified from the original rules by Trustees' Resolution 232 of 30th April 1889. No. 4 of the original rules was also cancelled by the same Resolution.

† TRUSTEES' RESOLUTION NO. 15, dated *3rd January*, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules.

Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION NO. 16, dated *3rd January*, 1884.

Read Memo from Dock Superintendent, dated 5th December, forwarding application from two Dock Carpenters asking permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII., as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

5. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

6. Superior permanent* servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust, shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscriptions for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

7. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

8. Superior permanent servants included in Classes III., IV., and V., shall also be allowed the option of joining the Provident Fund on the foregoing conditions, provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V., shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

†9. Any officer included in Classes III., IV., and V., who having elected to join the Provident Fund under Rule 8 takes advantage of Trustees' Resolution No. 198, dated 9th April 1889, to withdraw from the Provident Fund shall thereupon be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to Government servants of corresponding position as laid down by Rule 2. Any sums paid by him to the Provident Fund shall be repaid to him with accrued interest thereon ; and any sums paid by the Trustees to the credit of his account in the Provident Fund shall, with accrued interest thereon, revert to the Trustees. Any share of forfeitures under Rule 23 that may have been credited to his account shall, with accrued interest thereon, be divided amongst the subscribers to the

* The names of members of Port Trust Establishment, who have been permitted to join the Provident Fund, are shown at pp. 9 and 10.

† Additional rule sanctioned by Trustees' Resolution No. 232 of 30th April 1890 and Trustees' Resolution III. of 3rd March 1890.

Provident Fund in proportion to the amounts they have subscribed during the year in which the said officer's connection with the Provident Fund ceases.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions* of subscribers other than Harbour Masters and Pilots† shall be at one uniform rate of 5 per cent. on total salary or earnings,‡ exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August 1876.

Senior Pilots (now Harbour Masters) at the rate of.....	Rs.	400	a month.
1st Grade Pilots.....	,,	300	,,
2nd ,, ...	,,	250	,,
3rd ,, ...	,,	200	,,
Probationers, Rs. 80 to 28th February 1875, thereafter...	,,	100	,,

* TRUSTEES' RESOLUTION No. 14, *dated 3rd January* 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may, on appointment to a superior grade, join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

† TRUSTEES' RESOLUTION No. 167, *dated 13th March* 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

‡ TRUSTEES' RESOLUTION No. 376, *dated 3rd July* 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

From 1st September 1876 till 31st December 1879.

Master Pilots (now Harbour Masters) at the rate of.....	Rs.	475	a month
1st Grade Pilots ...	,,	330	,,
2nd ,,	,,	270	,,
3rd ,,	,,	225	,,
Probationers	,,	100	,,

From 1st January 1880.

Harbour Masters at the rate of	Rs.	450	a month.
1st Grade Pilots	,,	400	,,
2nd ,, ...	,,	330	,,
3rd ,, ...	,,	265	,,
Probationers	,,	100	,,

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March except in the case of death, when the Trust's contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at *5 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscribers' control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

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* Rate of interest increased from 4 to 5 per cent. by Trustees' Resolution No. 473 of 9th September 1887.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver, shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

*24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made; and if payments is not claimed before the expiration of the three months no interest shall accrue beyond that period.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

† 27. The peons and other inferior servants in the Trustees' service shall be admitted to the benefits of the pension rules adopted by Government to take the place of those referred to in Article 518 of the Government Civil Service Regulations published in 1889; for service of not less than 5 but less than 10 years' service a gratuity shall be allowed as under Article 524 (*a*) (11) of the Civil Service Regulations, *i. e.*, 3 months' pay.

‡ 28. Service for Pension or gratuity to inferior servants shall count from date of appointment by Government, the late Harbour Board, or the Trustees, as the case may be.

29. These Rules shall be held to have come into operation on 8th May 1883, and all alterations from the date of the Trustees' Resolutions authorising them; these being noted on the margin or in a footnote, and the decision of the Trustees on all questions arising out of them shall be final.

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*Modified from original by Trustees' Resolution III. of 4th April 1890.

Rules Nos. 27 and 28 of 1st Edition of Prvoident Fund Rules were cancelled by Trustees' Resolution 277 of 15th May 1888.

† Introduced by Trustees' Resolution No. 277 of 15th May 1888.

‡ Originally Rule 29. Modified by Trustees' Resolution 232 of 30th April 1889.

BOMBAY PORT TRUST.

RULES FOR THE PORT OF BOMBAY.

No. 1.

PORT OFFICE,

BOMBAY,——————————189

To

THE COMMANDER OF THE VESSEL ENTERING THE PORT.

SIR,—This letter, together with a copy of the Port Rules passed under the provisions of the Indian Ports Act (XII.) of 1875, and Act X. of 1889, will be handed to you by the pilot, who also is bound to produce when demanded, his license, a Tide Table, the Pilotage and the Wet-Dock Regulations and Quarantine Rules.

2. Your attention and that of the Chief Officer is specially invited to the Rules relative to the number of Cargo Boats and dimensions of rafts of timber permitted alongside and to swing astern of vessels; to free passages being kept to all Piers, Jetties, Landing places, Wharves, Docks, and Moorings; to the Jibbooms of vessels being required to be rigged in; and to a clear Hawse being kept. These regulations must be strictly observed in order that navigation may not be impeded. In the event of your vessels having Gun-powder or other explosives on board, you will be guided by the Rules issued under Act IV. of 1884.

Paras. 1, 3, 5, 11, 19, 26, and 27.

3. On the pilot presenting the printed form, for the Arrival or Departure Report of your vessel, to you, it should be completed with full information in each column.

4. In the event of any delay having occurred in a Pilot being supplied to your vessel, an enquiry into the circumstances will be instituted on your reporting the same at this Office.

5. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

6. The Time Ball is dropped at the Tower on the North East bastion of the Castle at 1 hour P. M., Bombay time, or at 20h. 8m. 44·3s. Greenwich mean time.

7. A copy of the Storm Warning Signals used at this Port is attached.

8. The summary of Admiralty Notices to Mariners as published monthly by the Board of Trade for the use and assistance of Masters and others navigating British ships, can be seen at the Port Office.

9. There having been several instances in which boys sent down to scrape the bilges of vessels have lost their lives through asphyxia from the inhalation of mephitic gas, the Masters of vessels are strongly advised to guard against such accidents by pumping water in and out of the bilges, opening the man-hole doors (under proper precau-

tions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case. The pumping out of bilge water will not be permitted in the Wet Docks. It is extremely desirable that measures should be taken to prevent any one entering the bilge until the fullest precautions have been taken to guard against any bad effect as above, and the particular attention of Masters of Vessels is drawn to this, and to the advisability of telling off some one to especially see that no person enters the bilge until the bilge water has been pumped out, and to see that the Tindals of boys carry out any orders given them in this respect. And they are warned that if any accident should occur from their omission to cleanse the bilges, they will be prosecuted under the Penal Code. Extracts from the Admiralty Regulations are attached for the information of Masters, who are recommended to use the precautions detailed therein before and whilst any person is employed in the bilges of vessels.

An air fan and hoses for forcing fresh air into the bilges will be lent on application to the Dock Master.*

I have the honor to be,
Sir,
Your obedient Servant,

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer of Bombay.

Extract from Admiralty Regulations.

Men Cleaning and Coating Double Bottoms.

1229. The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship.

(*a*) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.

(*b*) A Leading stoker is to be responsible under the Engineer in charge of the party, that no man enters a compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.

(*c*) Still greater caution is required when the compartment has only one exit.

(*d*) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air, and

(*e*) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly ; a candle is to be supplied to *each* party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

(*f*) The same precautions are to be taken when examining Boilers and Bunkers, in accordance with Art. 913.

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*Note.—The person entering the suspected Compartment should carry the hose in his hand and keep the open end near his face.

H. M.

PORT LIMITS.

Bombay Government Notification, Territorial Department (Revenue), dated 7th June 1866, *Government Gazette, page* 1361.

The following are declared to be the limits of the Port of Bombay, in supercession of those laid down in the Government Notification of the 13th April 1864 :—

(*Vide Government Gazette*, 14th April 1864, page 176.)

To the North.—A line drawn from the North-West point of Hog Island straight towards and to the town of Trombay, and thence continued in a South-Western direction along the shore passing Pau-Pier, the South-West point of the Island of Trombay, whence it is produced straight to Sewree Fort, on the Island of Bombay.

To the West.—The Eastern shore of the Island of Bombay from the Fort of Sewree to Colaba Lighthouse, and the shore of Back Bay, from Colaba Lighthouse to Malabar Point, thence a line drawn to the Outer Light Vessel and continued to the West point of Kundaree Island and thence by the North along the eastern shore of the Island to the South point thereof.

Government Notification No. 88, 30th October 1886.

To the South.—A line drawn from the South point of Kundaree through the South point of Oondaree to a boundary mark on the Mainland South of the village of Navagam.

To the East.—A line commencing at the South limit along the shore to Nocar point, thence in a straight line due North to the high land at the South shore of the Island of Caranja, thence along the Western shore of that Island to its Northernmost point, and thence in a straight line to the North-West point of Hog Island.

Port Limits are extended to and include all water and land usually covered by water within the Prince's Dock and any extension of the Dock. Government Notification, No. 39, of the 15th May 1886 (*Government Gazette* of 20th May 1886, page 432).

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer of Bombay.

BOMBAY PORT RULES.

Vide Notification No. 47, *Marine Department, dated Bombay Castle,* 17*th August* 1881, *published in the Government Gazette of* 25*th August* 1881.

The following Rules are made under the provisions of Act XII. (The Indian Ports Act) of 1875.

I.—*Entering or Leaving Port.*

1. Pilots may take steamers to sea from clear berths, or bring them into Harbour on ordinary nights when the lights are visible and reasonable distant objects discernible, but they shall on no account run unnecessary risks by venturing within the leading marks or keeping vessels under weigh when the lights cannot be seen.

2. Vessels arriving without a pilot shall anchor to the eastward of the Sunk Rock Light.

3. Vessels under weigh in the S. W. Monsoon shall have both bower anchors and cables clear and ready for use if required.

II.—*Berths of Vessels.*

4. All Vessels within the Port of Bombay shall be bound to take up such berths as may be appointed for them by the Harbour Masters, and shall change their berths and remove when required by those authorities.

III.—*Striking Masts and Yards.*

5. All vessels whilst moored within the Port of Bombay shall have their jibbooms rigged in, and shall, when ordered by the Port Officer, or any of his Assistants, rig in their driver booms and strike their masts or yards. Signals made from the Flagstaff on the N. E. bastion of the Castle directing the striking of masts or yards or the rigging in of booms, shall be obeyed as orders.

IV.—*Removal and placing of Anchors, &c.*

6. Anchors, shall not be allowed to remain cock-billed nor spare spars be allowed to hang alongside or astern of any vessels.

V.—*Vessels taking in particular Cargoes.*

7. Vessels taking in or discharging ballast, or any kind of cargo within the Port of Bombay, shall be bound to take up such berths as the Port Officer may direct.

8. Vessels when not working cargo during the night shall have any open hatch ways protected by stout nettings.

VI.—*Keeping Free Passages.*

9. Free passage shall be kept to all piers, jetties, landing places, wharves, docks and moorings, and all boats and vessels shall be bound to move, when required, to clear such passages.

10. A clear space of at least 30 yards wide is to be preserved in front of all landing places.

11. Boats, whether ships' boats, or boats plying for hire, shall not lay alongside any of the piers or landing-places longer than is actually necessary to embark or land passengers and their baggage, &c., but will anchor or lay off at a distance of at least 30 yards from such pier or landing-place, so as not to obstruct the approach thereto.

12. No vessels of or exceeding 100 feet in length shall attempt to turn in the in-shore channel, hereinafter defined, between the extreme north-east corner of the Carnac Bandar and the buoy marking the south-west extreme of Cross Island reef, except by means of warps or springs attached to the piers ; the usual method of turning these vessels when requiring to do so on approaching or leaving the piers, shall be by proceeding out through the channel and turning either to the north or south clear of the channel.

Government Notification No. 97, 16th December 1885 (paras. 12 to 14).

13. No vessel of the above description shall attempt to turn in the said inshore channel between the points aforesaid when the water is at a lower level than half tide.

14. The in-shore channel hereinbefore referred to comprises that area of water bounded on the North by a line drawn from the northern extreme of the Carnac Bander sea wall, to the extreme North point of Cross Island; on the east by a line drawn through the buoy marking the south-west, and the beacon marking the north-west extremes of the Cross Island reefs, and extended to the north limit; on the south by a line drawn to the eastward with the northernmost of four small square houses (known as Canjee Houses) on Fort George, and the north-east corner of the new Bori Bandar Terminal Railway Station in transit; on the west, from the south limit to the southern extreme of the Mody Bandar sea wall, by a line drawn through the beacon marking the shoal to the north of Cross Island, and the beacon, marking the extremes of the north-west of the reefs off Cross Island, and continued to the southern limit, and from the southern extreme of Mody Bandar to the northern limit, by a line drawn along the sea face wall of Mody and Carnac Bandars.

15. It shall be the duty of all other vessels to keep out of the way of sea-going vessels in charge of Pilots when passing through the wet dock channels, and every such sea-going steamer, or tug towing a sea-going vessel, in charge of a Pilot, when so passing through the wet dock channels shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way.

Government Notification No. 117, 17th December 1889.

16. A large red signal ball by day, and two red lights one above the other by night, shall be exhibited at the Victoria or Prince's Dock flag staffs, when the dock gates are open, as a warning to other vessels to keep clear of sea-going vessels navigating the wet dock channels.

17. For the purposes of these rules the wet dock channels are defined as follows :—

" Bounded on the North by a line drawn through two transit poles surmounted by cones fixed on the east and west side of the Prince's Dock, and continued to the Eastward.

" On the East by the East side of Cross Island in transit with the Dolphin Lighthouse.

" On the South by a line drawn from the centre of the gable at the North-East corner of No. 13 Shed, the round venetianed window in the middle of which is painted white, to the North Channel Beacon; thence on a line with the North Channel Beacon in transit with the lighthouse tower on the island.

" On the West from the steps about 600 feet South of Victoria Dock entrance to the North transit line, or about 450 feet North of the Island between the Prince's Dock Gates."

VII.—*Anchoring and Mooring.*

18. All vessels within the Port of Bombay shall moor and unmoor or anchor in accordance with the orders of the Port Officer or of the Harbour Masters.

19. No vessel shall anchor within that portion of the port of Bombay comprehended as follows :—On the North by a line drawn from the extreme northern point of Kundaree (Kenery) Island to the

patch of isolated rocks situated near and to the north eastward thereof, and thence to the south brow of Kunkeshwar Hill. On the east by the line of coast extending along the foreshore from a point due west of the South brow of Kunkeshwar Hill to the boundary mark erected on the beach close to the fishing village of Navagam at the mouth of a creek about 2 miles to the South of the South brow of Kunkeshwar Hill. On the South by a line drawn westward from the boundary mark above referred to through the Southern extreme of Oondari Island to the beacon to the eastward of Kundaree (Kenery) Island and thence to the South extreme of the latter, and on the west by the eastern shore line of Kundaree (Kenery) Island.

Government Notification No. 89, 30th October 1886.

20. Between the 1st of June and the 30th of September vessels shall be moored with 60 fathoms of cable on the flood, and 45 fathoms on the ebb anchor, and between the 1st October and the 31st of May with 45 fathoms on the flood and 45 fathoms on the ebb,* and shall keep a clear hawse.

*Government Notification No. 95, 17th November 1866.

21. Vessels when moored or at anchor, shall have ranges of both cables on deck ready to be veered immediately on receiving orders to do so.

22. Vessels at single anchor shall also have a second anchor ready to be let go.

VIII.—*Moving or Warping.*

23. All vessels within the Port of Bombay shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Port Officer or Harbour Master.

24. No vessel shall cast off a warp that has been made fast to her to assist a vessel mooring, without being required to do so by the pilot, or officer in charge of the vessel mooring.

25. Commanders of steam vessels when about to enter or leave the Prince's Dock shall keep a sufficient pressure of steam to move their Engines ahead or astern at full power, as may be required, until such time as their ships are berthed in the Dock, or are clear of the channel, and shall be responsible for such pressure being so maintained.

Government Notification No. 14, 10th March 1886.

IX.—*Use of Mooring Buoys.*

26. No private vessel shall use any of the Government fixed moorings without permission.

X.—*Regulation of Boats.*

27. More than two tiers, of two in each tier, of cargo boats, full or empty, shall not be permitted to hang astern of any vessel without permission of the Port Officer.

28. The Master or other person in charge of any vessel when at anchor or moored in the harbour, shall not allow such a number of cargo boats to be made fast to the vessel either alongside or astern, as shall cause the vessel to drag its anchor or moorings.*

* Government Notification No. 6, 2nd February 1886.

29. Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty feet from the side of the vessel.

30. Rafts of timber shall not be warped, floated or moved in any way across the Prince's or Victoria Dock Channels at any time when the red ball is hoisted at the Dock Signal Flagstaff by day, or when the two red lights are hoisted at the Signal Staff at night.

Government Notification No. 116, 17th December 1889.

31. Boats whilst under weigh shall observe the rules of the road at sea enacted by Her Majesty's Order in Council, dated 11th August 1884.

32. When two boats, one being propelled by sails and the other by oars, are proceeding on a course which, if continued, will involve risk of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident, and if necessary shall alter its course.

33. Tugs when not towing launches, any other boats propelled by steam, shall keep out of the way of all other boats.

34. Tugs, launches, and other vessels, steam and sailing, shall carry the regulation lights as ordered by Her Majesty's Order in Council, dated 11th August 1884.

35. Launches and other boats propelled by steam shall be steered from forward of the centre of the vessel, and the helmsman shall be so placed as to have a clear view around and to some distance from the vessel.

36. Licensed boats shall on all occasions when it may be practicable give way to private boats or to boats belonging to vessels of war.

XI.—*Fires and Lights.*

37. Boats laying within 50 yards of the Dockyard stairs or wharfs, or within 50 yards of the wharf in the basin formed within the breakwater in the vicinity of the Custom House Bandar, or of any of the Dry or Wet Docks in the port, shall not have any fire on board.

38. Pitch shall not be heated on board vessels but in a boat alongside or astern.

39. Vessels whilst loading cotton shall not have any unprotected lights in the hold or orlop.

40. All spirits, oil, paints and spirits of turpentine or other inflammable substances on board the vessels shall be stored in a place of security.

41. Vessels requiring to be steamed or fumigated shall be moored below the Middle Ground clear of the shipping.

XII.—*Signal Lights.*

42. All vessels of whatever rig or denomination when under weigh or at anchor shall exhibit the lights ordered under Her Majesty's order in Council, dated August 11th 1884, and when moored in the Harbour, shall exhibit, where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than 8 inches in diameter and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile.

XIII.—*Number of Crew.*

43. All vessels when afloat within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and the yards, &c., in case as emergency arising.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724—In exercise of the powers conferred by Section 5 of the Indian Explosive Act IV. of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

RULES.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay :

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or city of Bombay than one mile eastward of the Middle Ground Battery, and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid, in the Port of Bombay, shall exhibit on a board or otherwise the word "Explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at

anchor, shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the Magazine, or the vessel carrying the same proceeds to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized, on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under these rules must be taken in immediately on the boat going alongside and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY STORM WARNING SIGNALS.

The following Storm-warning Signals will be displayed at the undermentioned places at this Port, viz. :—

The Castle Flagstaff (by day and night).
The Victoria Dock entrance Flagstaff (by day only).

Signal No. 1

Or warning signal consists of a canvas shape representing a drum, and when hoisted signifies that a storm is in existence in the Arabian Sea which may either approach the port or which may shortly cross one or the other of the usual tracks of vessels leaving the Port.

There is no night signal corresponding to this day signal.

Signal No. 2

A black cone apex down by day, and three red lights apex down by night.

This signifies that a cyclonic storm is likely to effect the port, and give it strong winds at first from Southwards. The shift of wind will depend on the track of the storm (*i.e.* whether from East or West, &c.).

Signal No. 3

A black cone apex up by day, and three red lights apex up by night.

This signal signifies that a cyclonic storm is likely to affect the port, and give it winds, at first from Northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from East or West, &c.).

Signal No. 4

A black drum over a black cone by day and four red lights in the form of a square by night.

This signal signifies that a heavy cyclone is approaching the port and that the centre will probably pass over or very near to the port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be very great.

The signals will be hoisted on receipt of instructions from the Simla Meteorological Office, and will be finally lowered on receipt of instructions from the Simla Office when the storm has broken up or is no longer likely to give bad weather at this Port.

Copies of all Weather Telegrams received from Simla will be posted at the Port Office and also at the Dock Master's Office, Prince's Dock.

Ship Masters wishing for more precise information should consult these telegrams.

HENRY MORLAND,
KNIGHT, CAPTAIN, I. M.,
Port Officer of Bombay.

Port Office, Bombay, 22nd August 1889.

Report of accident to vessel or loss of life to be made to the Port Officer, Bombay.

In accordance with Act V. of 1883, the Master of any vessel which has been lost, stranded or materially damaged, or on which any casualty has happened resulting in loss of life, or has caused damage to any other vessel, should report the same to the Port Officer, Bombay, failing which he is liable to a penalty of Rs. 500 or three months' imprisonment.

The following offences are punishable by fine or imprisonment under Act X. of 1890:—

1. Injuring buoys, beacons or moorings.
2. Wilfully loosing vessel from moorings.
3. Improperly discharging ballast or ashes, &c., into the harbour.
4. Boiling pitch on board.
5. Drawing spirits by unprotected artificial light.
6. Refusing to allow hawser to be made fast for warping any other vessel, or letting it go without orders.
7. Leaving out a hawser or rope after sunset.
8. Discharging firearms except as distress signals.
9. Omitting to take order to extinguish fire on board, or obstructing any Port official in so doing.
10. Unauthorized persons not to search for lost stores sunk in the harbour.
11. Removing stones or injuring shores.
12. Moving vessel of over 200 tons register without a pilot.
13. Every vessel of over 200 tons must have a proper force pump and hose, &c., for extinguishing fire.
14. Refusing to hoist number when passing Signal Station.
15. Hoisting unlawful colours.

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

REGULATIONS.

1.—Every chain or other material brought to the establishment for the purpose of being tested must be accompanied by a delivery note setting forth all particulars. The Port Trustees will not be liable for any error in the delivery note, nor for any defect or deficiency in the articles delivered, nor shall they be in any way responsible.

2.—All chains and other materials will, as far as possible, be tested in consecutive order as they are received.

The Trustees reserve the right to test chains and materials in any order that may be most convenient with regard to public requirements and the working of the machine. The Trustees will not be liable or responsible for the consequences of any delay.

3.—Every chain when tested and examined will be stamped with the authorized proof mark and also with a consecutive number, and on chains larger than ½ inch, with the amount of the test corresponding with that on the certificate which shall accompany it when delivered.

4.—When chains or other materials brought for the purpose of being tested are ready for delivery, the Superintendent shall give notice thereof to the parties who sent the same, with an account of the charges due thereon, and if the said articles be not removed within seven working days after such notice, the sender thereof shall be chargeable thereafter with storage rent at the rate of one rupee for each chain per week or portion of a week until the date of removal, which must be within the period mentioned in Article No. 6 of these regulations. No less charge to be made than for one week.

5.—All charges for testing chains or other materials must be paid to the Secretary, who will give a receipt for the same. Delivery of chains and other materials will be given and certificates granted only on production of the Secretary's receipt for the charges.

6.—The Trustees shall have power to detain any and every chain or other material which shall have been tested until the charges thereon and all other monies for the time being owing to the Trustees from the owner thereof, or the parties in whsose name the articles have been deposited, shall be paid, and if such charges and other monies shall not be paid within one month after notice in writing to pay and remove the same has been given, as provided in section No. 4 of these regulations, the Trustees shall have power to dispose of such property by auction, and after retaining all dues and charges thereon, and all other monies owing to the Trustees, shall pay the balance, if any, to the owner or parties in whose name the articles have been deposited.

7.—No chain or other material shall be delivered without an order in writing from the sender.

8.—Certificates in proper form and numbered to correspond with the number on the Register kept in the establishment and with the stamp on the chain shall be delivered with each chain when taken away from the establishment, or on production of the Secretary's receipt for payment of the charges, the printed counterfoil being in all cases duly filled up before the certificate is cut out of the book. Each certificate shall be signed by the Superintendent of the establishment, and in no case shall a certificate be issued in which any alteration, correction or erasure shall have been made. Duplicate certificates will only be granted on written application to the Secretary on payment of a charge of one rupee.

9.—No certificates shall be granted for any article that has not stood the strain without injury.

10.—The Superintendent shall keep, in addition to other necessary books, Registers in which shall be entered an account of every chain and other material brought to the establishment for the purpose of being tested. Each entry shall convey the following particulars:—

Date of receipt.
From whom received.
Description of article.
Date of testing.
To what test submitted.
Remarks as to testing.
Number and causes of failure.
Date of notice to owner when testing completed.
Date when removed.

11.—No chain shall be tested in the establishment which has been blacked prior to its having been brought there to be tested, or is not sufficiently clear of grease or tar to be easily examined.

12.—All repairs to chains to be done by the workmen of the Trustees shall be done in the usual working hours unless under special circumstances.

13.—All old or scrap iron, whether from defective links or otherwise, shall be retained at the establishment, and shall become the property of the Port Trustees, to be dealt with by them as they shall see fit.

14.—Application of tests in accordance with the Chain Cables and Anchors Act, 34 and 35 Vic., chapter 101.

(1.)—The Superintendent shall select and cut out a piece of three links from every fifteen fathoms of new chain to be tested, and shall test that piece by subjecting it to the appropriate breaking strain mentioned in the second Schedule of the Chain Cables and Anchors Act, 34 and 35 Vic., ch. 101.

(2.)—If the piece so selected fail to withstand such breaking strain he shall select and cut out another piece of three links from the same fifteen fathoms and shall test such piece in like manner.

(3.)—If the first or second of such pieces of any fifteen fathoms of cable withstand the breaking strain, he shall then, but not otherwise, test the remaining portion of that fifteen fathoms of cable by subjecting the same to the tensile strain mentioned in the principal Act above mentioned.

No chain shall be re-tested which has broken three times in each fifteen fathoms, and no new chain shall be tested at a strain lower than that laid down in the table of strains appended, but old chains and old chain slings will be tested to any strain required, which must be given in writing and signed by the owner. Chains and chain slings which have been used will, for this purpose, be considered old, though not necessarily old in age or appearance.

15.—In all cases when a chain varies from the nominal dimensions by $\frac{1}{16}$th of an inch, such chain shall be subject to the test required for $\frac{1}{16}$th of an inch more or less than the nominal size of such chain.

16.—Parties who wish to ascertain the safe working load of a chain must send a written request with the delivery note.

Such chains will be carefully gauged and a length of not less than 3 links in every piece or every length of 15 fathoms to be selected by the Superintendent shall be broken. If the breaking strain of these links is not less than the tabulated breaking strain corresponding to the actual gauge of the thinnest links of the chain, the rest of the chain will be subjected to the tabulated proof load corresponding to the actual gauge. If the breaking strain of these links is less than the tabulated breaking strain corresponding to the actual gauge of the chain, the rest of the chain will only be subjected to the proof load corresponding with the breaking strain as ascertained, but no chain will be taken for test in which any one link is 20 per cent. under the nominal size. The proof load and breaking strain only will be certified. The working load should never be more than half of the proof load, but no certificate of this will be issued.

17.—The making of any experiments or the testing of ropes or other material other than for the Port Trust, shall not be permitted to interfere prejudicially with the testing of chains.

18.—Specimens of plates or other materials for testing must be 18 inches long and not more than 3 inches wide, nor more than $\frac{3}{4}$ inch thick. Round bars must not be more than $1\frac{1}{8}$ in. diameter, or square bars more than 1 inch square.

19.—No person shall be admitted into the establishment without the sanction of the Superintendent, and no person other than the Superintendent and his assistant shall be allowed inside the testing house while the strain is on any chain or rope.

20.—No persons engaged at the establishment is permitted to receive any fee or perquisite on pain of instant dismissal.

21.—Fifteen fathoms of chain are to be charged as one length; chains of less than fifteen fathoms tested singly are to be charged as one length.

22.—The charge for experiments or the testing of any article other than chains shall be at the rate of Rupees sixteen for each hour or portion of an hour during which work on them is in progress.

23.—The subjoined table is to be the table of breaking strains, proof strains and charges for work done at the establishment, and printed copies of the regulations and charges shall be exhibited in the Dock Offices and in the establishment; copies also can be obtained on application to the Superintendent.

By Order,

(Form of Certificate.)

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

This is to certify that

Tons. cwt. qrs. lbs.

weighing been
tested at this machine
and found capable of sustaining a degree of tension equal to Admiralty Test of and being subsequently examined did not show any defect.

Length Mark No.

Superintendent.

For

STUD LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.			Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.			Total charge for tensile strain to 1 length not over 15 fathoms.		
			Tons.	Rs.	a.	p.		Rs.	a.	p.	Rs.	a.	p.
7/16	2⅝	1 19/32	5 1/10	2	8	0	3 4/10	1	4	0	4	4	0
½	3	1 13/16	6¾	2	8	0	4 5/10	1	2	0	5	1	0
9/16	3⅜	2 1/32	8 4/10	2	8	0	5⅝	1	2	0	6	5	3
⅝	3¾	2¼	10 5/10	2	8	0	7	1	0	0	7	0	0
11/16	4⅛	2 15/32	12¾	5	0	0	8 5/10	1	0	0	8	8	0
¾	4½	2 11/16	15⅛	5	0	0	10⅛	0	14	0	8	13	9
13/16	4⅞	2 15/16	17 8/10	5	0	0	11⅞	0	12	0	8	14	6
⅞	5¼	3 5/32	20⅝	5	0	0	13¾	0	12	0	10	5	0
15/16	5⅝	3⅜	23 7/10	7	8	0	15 8/10	0	12	0	11	13	7
1	6	3 19/32	27	7	8	0	18	0	11	0	12	6	0
1 1/16	6⅜	3 27/32	30 4/10	7	8	0	20 3/10	0	10	0	12	11	0
1⅛	6¾	4 1/16	34⅛	7	8	0	22¾	0	10	0	14	3	6
1 3/16	7⅛	4 9/32	38	10	0	0	25⅜	0	10	0	15	13	9
1¼	7½	4½	42½	10	0	0	28⅛	0	10	0	17	9	3
1 5/16	7⅞	4 23/32	46½	10	0	0	31	0	10	0	19	6	0
1⅜	8¼	4 15/16	.....	.....			34	0	9	6	20	3	0
1 7/16	8⅝	5 3/16	.....	.....			37½	0	9	0	20	11	1
1½	9	5 13/32	.....	.....			40 5/10	0	8	6	21	8	3
1 9/16	9⅜	5⅝	.....	.....			43 9/10	0	8	0	21	15	2
1⅝	9¾	5 27/32	.....	.....			47 5/10	0	8	0	23	12	0

For re-testing chains half the above prices.

For welding up lengths of chain and providing links.

Up to ½", 8 annas; ½" to 1", Re. 1; 1" to 1½", Rs. 2½; 1½" to 2", Rs. 4 per link.

SUNDRY CHARGES.

Short lengths of chain slings and other articles by special arrangement minimum charge Rs. 5. Experimental testing of samples of iron, steel, wire, rope, &c., Rs. 16 per hour; no less charge than Rs. 10.

Coolies' labour to be found by parties using the machine, or else paid for extra.

The Trustees will not be responsible for liabilities nor risk of any kind.

SHORT LINK CHAINS.

Diameter of Iron common links.	Size of links.]		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.	Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.	Total charge for tensile strain to 1 length not over 15 fathoms.	Working load not to exceed.
			Tons.	Rs. a. p.	Tons.	Rs. a. p.	Rs. a. p.	Tons.
1/4	1 7/32	7/8	1 1/2	2 0 0	2/4	3 5 4	2 8 0	
5/16	1 17/32	1 3/32	2 1/4	2 0 0	1 1/8	3 0 0	3 6 0	9/16
3/8	1 27/32	1 5/16	3 1/4	2 0 0	1 5/8	2 4 0	3 10 6	13/16
7/16	2 1/8	1 17/32	4 1/8	2 0 0	2 1/4	2 0 0	4 8 0	1 1/8
1/2	2 7/16	1 3/4	6	2 8 0	3	1 10 0	4 14 0	1 1/4
9/16	2 3/4	1 31/32	7 1/2	2 8 0	3 3/4	1 10 0	6 1 6	1 1/8
5/8	3 1/16	2 3/16	9 1/4	2 8 0	4 5/8	1 8 0	6 15 0	2 5/16
11/16	3 3/8	2 13/32	11 1/4	2 8 0	5 5/8	1 4 0	7 0 6	2 13/16
3/4	3 11/16	2 5/8	13 1/2	5 0 0	6 3/4	1 2 0	7 9 6	3 3/8
13/16	3 31/32	2 27/32	15 8/10	5 0 0	7 9/10	1 0 0	7 14 4	3 19/20
7/8	4 9/32	3 1/16	18 1/4	5 0 0	9 1/8	1 0 0	9 2 0	4 9/16
15/16	4 19/32	3 9/32	21	5 0 0	10 1/4	0 14 0	9 3 0	5 1/4
1	4 29/32	3 1/2	24	7 8 0	12	0 12 6	9 6 0	6
1 1/16	5 7/32	3 23/32	27	7 8 0	13 1/2	0 12 0	10 2 0	6 3/4
1 1/8	5 1/2	3 15/16	30 1/4	7 8 0	15 1/8	0 12 0	11 5 6	7 9/16
1 3/16	5 13/16	4 5/32	33 3/10	7 8 0	16 9/10	0 12 0	12 10 9	8 9/20
1 1/4	6 1/8	4 3/8	37 1/2	10 0 0	18 3/4	0 11 0	12 14 3	9 3/8
1 5/16	6 7/16	4 19/32	41 1/4	10 0 0	20 5/8	0 11 0	12 14 3	10 5/16
1 3/8	6 3/4	4 13/16	45 1/4	10 0 0	22 5/8	0 11 0	14 2 3	11 5/16
1 7/16	7 1/32	5 1/32	49 1/2	10 0 0	24 3/4	0 11 0	15 7 6	12 3/8
1 1/2	7 11/32	5 1/4	.....	.....	27	0 11 0	16 14 0	13 1/2
1 9/16	7 21/32	5 15/32	.....	.....	29 1/4	0 11 0	18 4 6	14 5/8
1 5/8	7 31/32	5 11/16	.....	.....	31 5/8	0 11 0	19 12 3	15 13/16
1 3/4	8 19/32	6 1/8	.....	.....	36 3/4	0 9 0	20 10 9	18 3/8
1 7/8	9 3/16	6 9/16	.....	.....	42	0 8 0	21 0 0	21
2	9 13/16	7	.....	.....	48	0 8 0	24 0 0	24

ANNUAL REPORT.

THE Committee of the Chamber have the honor to lay before the members a report on the leading subjects discussed and dealt with during the past year, accompanied by the usual annual statement of the affairs and funds of the Chamber up to 31st December 1890.

RAILWAY EXTENSION.

THE GODHRA-RUTLAM LINE.

The question of railway extension throughout the country, but especially in Western India, has invariably occupied a prominent place in the work of this Chamber, and although the projects successive Committees have had to advocate have, year by year, become fewer as Government have accepted the Chamber's recommendations, there is nevertheless still much to be done before the subject can disappear from the annual report.

With the sanction granted by the Secretary of State in August 1889, for the construction of the Godhra-Rutlam Line, the last of the great trunk lines advocated by this Chamber in its memorial on Indian Railway construction of 1884, had practically been conceded; but as mentioned in the annual report of last year, the Government of India had not found it practicable to sanction the immediate prosecution of the works owing to the difficulty of providing funds for the undertaking. Recognizing the difficulties which Government had to contend with in this respect for some years past, the Committee of the Chamber refrained for a time from pressing the matter urgently, but early during the current year the improvement in the position of the country's finances, both present and prospective, was so apparent, that the Committee of the Chamber decided upon urging Government to

allot the necessary funds for the prosecution of the first portion of the line during the present working season. They accordingly addressed the Government of India on 19th May 1890, pointing out the marked improvement which had taken place in the financial position; strongly advocating a new departure being taken in the financing and promotion of railway extension throughout India, and pointing out at the same time the claims of the Godhra-Rutlam line to the earliest attention. The Committee showed that not only was the line of itself likely to prove commercially remunerative but that quite as important a feature existed in the fact that it would afford relief to the already overburdened Ahmedabad-Ajmere section of the Rajputana-Malwa Railway, which, it was evident, would at no distant date be unable to cope with the extent of its steadily increasing traffic. They accordingly impressed upon Government the extreme desirability of immediately apportioning the sum of rupees ten thousand before October 1890, and immediately thereafter a further sum of eight lakhs of rupees to admit of the requisite surveys and preliminaries of construction being vigorously taken in hand. In reply to this communication the Government of India, in the Public Works Department, very promptly stated that the re-survey of portions of the line had already been approved, and that an estimate had been called for as to the probable cost of carrying out the necessary work. They further stated that should funds become available in October or November 1890, for commencing the construction of the line, the request of the Bombay Chamber of Commerce would be favourably considered. The Committee again addressed Government on the 10th September, reminding them of their promise and expressing a hope that the continued favourable character of the finances of the country in the interval

would permit Government to accord the required sanction; and it was with the utmost satisfaction that the Committee learned in October their request had been complied with by a grant of six lakhs of rupees, plus any savings that might accrue from the Rajputana-Malwa Railway budget grant.

The B. B. & C. I. Railway authorities—in connection with which system the new line will be operated—lost no time in carrying out the necessary preliminaries and giving out the contract for the construction of the first section of 24 miles from Godhra to Limkiri; and on the 3rd January 1891 the ceremony of cutting the first sod was performed by His Excellency Lord Harris.

Although the last, and possibly not the most important, commercially speaking, of the main lines of railway which the Chamber has advocated, the commencement of the Godhra-Rutlam line has peculiar interest for the members of the Bombay Chamber of Commerce, as its inception was mainly due to, and its construction first advocated by, them. So far back as 1881, the Chamber brought the scheme, in practically its present form, before the notice of Government, and during the intervening ten years, has never ceased to advocate its construction as an undertaking likely to prove commercially remunerative, and as the means of opening up an enormous tract of fertile country which hitherto has only had road communication with the adjoining districts and the seaboard.—(*Appendix* B.)

FEEDER LINES OF RAILWAY.

When advocating early sanction being given to the construction of the Godhrá-Rutlam line, the Committee of the Chamber at the same time brought prominently to the notice of Government the urgent want of feeder lines of railway to

open up the districts abutting on the trunk lines, and suggested that the entire question of the construction and the provision of the necessary funds for feeder lines should receive the earliest consideration and encouragement of the Government of India. Instancing the difficulties which a local private company had encountered in even getting its projects fully discussed with Government, the Committee asked that Government should formulate and make public the conditions on which feeder railways would receive sanction and support, either under the existing guaranteed systems, or when brought forward by private enterprise. To this portion of the Chamber's communication the Government of India gave no definite reply, but in October of last year, the Government of Bombay, in the Public Works Department (Railway) placed at the disposal of the Chamber an interesting communication from Mr. T. D. Little, Chief Engineer of the Northern Division of the Presidency, on the construction of feeder railways in Guzerat This paper, which contained a large amount of valuable information and statistics regarding the comparative cost of the construction and maintenance of feeder lines *versus* metalled roads, and the traffic requisite to warrant the construction of the former as compared with the latter, was the subject of a special resolution of Government which, while admitting the beneficial effects likely to result to the province from the construction of feeder lines, indicated no definite basis upon which Government would be prepared to facilitate their development. Taking these papers as their text, the Committee of the Chamber deemed it advisable to bring their views regarding feeder lines again prominently to the front, and they accordingly addressed the Government of Bombay on the subject on 15th December last. Alluding to their previous reference to the subject and recognising the general approval

which His Excellency the Governor in Council had accorded to the proposals formulated by Mr. Little, they expressed their regret that Government had not seen their way to lay down plainly the conditions under which they were prepared to sanction the construction of feeder lines. Adverting to the important facts which Mr. Little's paper elicited with respect to the comparative cost of railway carriage and road cartage in Guzerat where the maintenence of the roads is so expensive, the Committee impressed upon Government their views that, in the existing position of the silver question and the posibility of American legislation resulting in a material advance in the value of the metal, it was more than ever incumbent upon this country to endeavour to reduce the cost of transit on goods to the lowest possible figure, and as there was little likelihood of local boards having either the enterprise or the means of originating anything but unimportant schemes, it was very desirable that Government should take advantage of the liberal terms offered by the Directors of the B. B. & C. I. Railway Company, and adopt some general scheme for guaranteeing the interest on capital necessary for the construction of the lines from provincial revenues—showing that while so little had hitherto been done towards the fostering of feeder lines by the Bombay Government, the few lines already in operation had given most satisfactory results. The Committee stated that the Chamber attached special importance in addition to those mentioned by Mr. Little, to a line from

Munmad, Maligaum and Dhulia, eventually to be extended towards Nandobar.

They further asked that Government would be pleased to increase the yearly grant to the Director of Agriculture and Statistics for the registration of traffic not only on

the most important roads in Guzerat but in other parts of the Presidency, so that full information might be available as to the routes on which feeder lines could most advantageously be constructed.

Up to the time of writing this report, the Government of Bombay have made no reply to this communication, but the question is one which the Chamber cannot, in the interests of the commercial community of the country at large, allow to recede from public notice; and it will be a duty devolving upon succeeding Committees to see that it is prominently kept under the notice of the authorities.—(*Appendix* C.)

EUROPEAN TELEGRAPHIC CONVENTION.

Being aware that the decennial European Telegraphic Convention would assemble this year, the Committee of the Chamber addressed the Government of India, on the 10th March 1890, asking for any information which Government might be possessed of regarding it, and saying that as they presumed an officer would as usual be delegated to attend the Convention by the Government of India, the Committee would like to have sufficient time given them to express their views on telegraphic communication and rates, before that officer attended the Convention.

In reply, the Government stated that the International Telegraphic Conference would assemble at Paris on 15th May 1890, and that Government would be prepared to receive any representations on the subject which the Chamber might wish to make, but that such representations would have to be submitted imme-

diately as the Government of India's representative would leave Bombay by the mail of 4th April. A Special Committee was accordingly appointed without delay consisting of the Hon'ble Mr. A. F. Beaufort, Chairman of the Chamber, Major W. S. S. Bisset, R.E., C.I.E., H. W. Uloth, Esq., and W. M. Macdonald, Esq., who, in the short time at their disposal, took steps to elicit all the information possible with reference to the subject. In the meantime, the Committee of the Chamber, having ascertained that Colonel H. A. Mallock, the representative of the Government of India to the Conference, and Mr. W. R. Brooke, the Director-General of Telegraphs in India, would be in Bombay at the same time, arranged for a meeting with these gentlemen, when the various questions likely to be dealt with by the Conference were discussed at some length. As a result of this discussion and of the report made by the Special Committee, the Committee of the Chamber addressed the Government of India, on the 12th April, thanking them for the information which they had vouchsafed as to the assembling of the International Conference, but respectfully suggested that this information might, with advantage, have been given to the commercial community of India at a much earlier date so as to have admitted of a fuller discussion and interchange of views with other Chambers and the various representative bodies in the country interested in the subject of telegraphic communication and charges. Having ascertained from the gentlemen above mentioned that proposals would be submitted at the coming Conference for instituting a new regulation as to what would or would not constitute plain language in European telegrams as distinguished from code, and further that it was proposed to prepare a code dictionary or vocabulary embodying all the words admissible for use in code telegrams, the Committee stated that to both of these innova-

tions the members of the Chamber strongly objected; pointing out that any interference with the existing regulations as regards code words would cause great inconvenience to the mercantile public (the largest users of telegraphic communication), enormous expense and ingenuity having been incurred in the preparation and adaptation of the various codes and ciphers now in use for commercial purposes. They accordingly deprecated the introduction of any new rule or regulation whatever which would affect existing codes and ciphers. The Committee of the Chamber further represented to Government, in the hope that the representative of India at the Conference would be instructed to support their views, the great desirability of a reduction being effected in the charges for telegrams between India and Europe. From enquiries they had made, the Committee expressed it as their view that the existing rates for telegrams imposed a tax of a quarter to a half per cent. on the entire foreign trade of the country, which, it was manifest, was out of all proportion to the profit or remuneration earned by those conducting the trade. They gave it as their opinion that if the charges were reduced to a more moderate level the additional business which would accrue to the Telegraph Companies would more than recoup them for the reduction, as the intricate and complicated codes now in use, entailing serious loss of time in working, would be less frequently availed of, and in addition to business communications a cheaper rate of telegraphy would unquestionably develop the use of the lines for private purposes, which, at the present prohibitive rates, was almost an unproductive source of revenue. The few private people who are compelled by force of circumstances to use the wires, are driven moreover to arrangements with companies who by packing telegrams and utilising codes, materially reduce

the amount of matter to be transmitted, so that were the cost of telegraphing to be brought down to even half of the present charge, there can be little doubt that the number and extent of the messages transmitted would be increased in a much greater ratio, and instead of the cables, as at present, being unoccupied for a few hours of the day, they would receive full employment for the entire twenty-four hours, and therefore, be in a position to earn considerably larger incomes than under the present system.

In acknowledging the receipt of this communication the Government of India expressed their concurrence in the views of the Chamber regarding the desirability of non-interference with existing codes and ciphers, and stated that they would transmit a copy of the Chamber's letter to the Indian representative at the Conference. No further communication having been received from Government on the subject, the Chamber again addressed them on the 20th November pointing out that the International Telegraphic Conference had long since closed, and expressing a desire to be favored with any information which might be in the possession of Government respecting the result of the deliberations. In response to this, on the 8th December, the Government of India in the Public Works Department, transmitted an extract para. of a joint report, dated 10th July 1890, by Colonel H. A. Mallock, and Mr. A. Brasher —the two delegates representing the interests of the Government of India at the International Telegraphic Conference—from which it would appear that the protest of this Chamber, which had been unanimously supported by all the other Chambers in India, had been duly submitted to the Conference when the question of an obligatory vocabulary came up for discussion, and as the result an amendment was proposed enbodying the Chamber's protest, and the resolution in favour of an obligatory official vocabulary was so far

modified that it would not come into force in Europe until three years after date of publication (say about the end of 1891), and it would be *entirely optional* for *Extra Europe*. The result of this modification is that the mercantile communities of India, Ceylon, and the Straits Settlements will have the option of using an authenticated code vocabulary, but at the same time will have their existing codes and ciphers undisturbed. In so far therefore the action taken by the Chamber has been productive of decided benefit; but with regard to the reduction in the cost of telegraphy between India and Europe, either nothing was done at the Conference or if anything was done the Government of India have not seen fit to divulge the proceedings. From the first, however, your Committee (judging by the information they had been able to obtain, and the remarks made by the Indian representative of the Government of India when he personally met the Committee) had formed very little hope of any reduction in the cost of telegraphy resulting from the deliberations of the International Conference, and they therefore deemed it advisable to take up this as a separate matter. Careful consideration of the question showed that there was little likelihood of the companies owning the existing lines of telegraphic communication with Europe agreeing to any important reduction in the charge for messages, as not only have they a heavy outlay in working expenses and maintenance to meet, but their shareholders are naturally concerned in obtaining the highest possible return on their investments. The Committee therefore carefully considered the proposal for an alternative land line by which the Indian system would be connected with the Russian telegraphs *via* Kandahar and Herat and with the Indo-European line *via* Teheran, and as the result of their discussion addressed the Government of India urging that immediate consideration should be

given to this proposal, against which the Committee stated they were unable to see any insuperable objections, either political or financial, while their enquiries had led them to the conclusion that the construction of the missing link in that line of communication would admit of a shilling per word being a remunerative charge for the cost of telegraphy between India and England.

To this the Government of India replied that while the expression of the Chamber's views had been received with great interest, they were not prepared to take any steps towards the construction of the line at present, and it is evident therefore that no relief is to be anticipated from that quarter. The Committee further endeavoured to enlist the sympathies of the home Chambers of Commerce in the matter, and to this end transmitted copies of the correspondence to the Chambers of London, Liverpool, Manchester, Glasgow, and Hull. Of these bodies the Manchester Chamber is the only one which has seen fit to take any definite action on the subject by addressing Her Majesty's Secretary of State for India in support of the views of the Bombay Chamber. It is much to be regretted that so important a matter should have received so little attention from the representatives of commercial opinion at home, as the cost of telegraphy to all engaged in the foreign trade of India is a matter of immeasurably greater concern than the question of postage, which is merely infinitesimal in its incidence on trade.—(*Appendix* D.)

SUGGESTED REDUCTION IN THE COST OF INLAND TELEGRAMS.

The Bengal Chamber of Commerce having solicited the support of this Chamber to a representation they had made to the Director-General of Telegraphs in India, in favour of an alteration in the method of charging for inland

telegrams, the Committee in April last wrote to the Director-General of Telegraphs advocating the changes suggested by the Bengal Chamber, namely that instead of existing rates (eight words exclusive of addresses) a minimum charge should be instituted of sixteen words including addresses, of annas eight for "deferred" messages, and one anna for each extra word; one rupee for "ordinary" messages and two annas for each extra word, and two rupees for "urgent" messages and four annas for each extra word. Coinciding with the views expressed by the Bengal Chamber, the Committee were of opinion that the proposed change would not only be an advantage to the general commercial public by increasing on the average the number of text words available for transmission under the minimum charge, but would at the same time tend to lighten the work thrown on the department by offering a premium in favor of greater brevity in address and encouraging the system of registration. Pointing out how thoroughly the use of the telegraph had now been popularised and its advantages become understood amongst natives of every class, the Committee believed that the alteration would not only in no way endanger the revenue of the Department, but would lead to a better proportionate return. In addition to supporting the views of the Bengal Chamber in the matter of these changes the Committee further suggested that as originally advocated by the Bombay Chamber of Commerce in August 1888, an actual reduction in the cost of "urgent" messages should be made, the proportionate charge being a decided tax on the commercial community who, to a very large extent, are compelled for business purposes to adopt "urgent" telegrams.

The Director-General of Telegraphs replied at some length to the representations of both the Bengal and Bombay Chambers, pointing out that the abbreviation of

addresses would have a tendency to endanger the safe delivery of messages and combating the arguments of this Chamber with respect to the suggested reduction in the cost of "urgent" telegrams. The Committee in answering this communication admitted to a great extent the force of the Director-General's remarks regarding the abolition of free addresses, but suggested that this would be largely made up by a resort to registration of addresses, the fee on which might reasonably be reduced to Rs. 5; and with regard to the Director-General's arguments respecting a reduction in the cost of "urgent" telegrams, stated that rather than see the present rates maintained they would urge Government to ascertain if the public really were in favor of the present system of "urgent" and "ordinary" messages or whether they would not be content to have the former done away with and be satisfied with two descriptions of messages only, the "ordinary" and "deferred."

To this the Government of India replied by enclosing a detailed review by the Director-General of Telegraphs on the remarks of both the Bengal and Bombay Chambers.

With respect to the registration of abbreviated addresses the Director-General adduced several arguments which led him to believe that an extension of the system would be a decided disadvantage both to the public and the Telegraph Department, and concurring in this view the Government of India stated they considered it conclusive against any change. Respecting the reduction in cost of "urgent" messages, Government adduced statistics to show that the "urgent" class of message met a definite want, and that so far from any public convenience resulting by the abolition of this class the result would be rather the reverse. As to the question of a general reduction in the existing rates for

inland telegrams Government stated that they were favourably disposed to such a step when general financial circumstances admitted of it; but that proposals to lower considerably the transit rates for trans-Indian Telegrams had recently been adopted in connection with the general lowering of rates to Australia and other countries, and until the effect of this on the revenue of the Telegraph Department had been ascertained it would be impossible to say how far they could go in the scheme of lowering rates for inland messages.

In concluding the correspondence the Committee of the Chamber expressed the satisfaction which they felt at the prospect of a reduction in rates on inland telegrams receiving the early and favourable consideration of Government, but at the same time they could not help expressing their regret that foreign messages were to obtain the benefit of a reduction before the Indian Public.—(*Appendix* **E.**)

RULES UNDER THE MERCHANDISE MARKS ACT FOR THE GUIDANCE OF CUSTOM HOUSE OFFICERS, ETC.

Shortly after your Committee took office an intimation appeared in the public press that Government contemplated appointing a Special Committee for the purpose of drafting instructions for the guidance of Custom House Officers in the working of the Merchandise Marks Act VI. of 1889, and to consider whether the instructions to Criminal Courts under Section 16 of the Act, and issued with the notification of the Home Department, No. 1118 of 13th August 1889, required to be amplified or modified. Your Committee accordingly addressed the Government of India asking that they might be represented on the Committee if possible, but that in the event of the Committee

sitting in Calcutta this Chamber might possibly be unable to appoint a representative to be present, and in that case would esteem it a favor if Government would consent to submit the report of this Special Committee to the Bombay Chamber of Commerce before putting its recommendations into force. It so happened that the Committee did perform its labours in Calcutta and your Committee accordingly did not receive a copy of their Report until towards the end of May. In the interval they had received from various members of the Chamber copies of a Circular purporting to be the report of a meeting held at the office of Messrs. M'Grigor, Donald & Co., Glasgow, to consider certain representations which it was intended should be addressed to the Government of India on the subject of that section of the rules under the Merchandise Marks Act defining what should be deemed to be false trade descriptions as applied to Dyed Yarns. This point, it will be remembered, had been under dispute at the time the Rules under the Act were passed in August 1889, when it was contended on the part of dyers that an allowance of at least five per cent. should be made for shrinkage in the process of dyeing. This the Bombay Chamber had invariably contested as in excess of the actual shrinkage in the process, and the matter had continued practically unsettled up to the point of the Calcutta Committee being assembled. Observing from the Glasgow circular above referred to that a decided misconception had taken place as regards the legal meaning of the rules published in August, your Committee deemed it advisable to submit these rules with reference to that particular point to the Solicitors of the Chamber (Messrs. Craigie, Lynch & Owen), and a full copy of their opinion will be found in the appendix. This opinion they considered it necessary to forward to the Glasgow Chamber with a view to removing

the apparent misconception which prevailed amongst the Glasgow dyers regarding the legal meaning of the rules, and this action on the part of your Committee no doubt tended to hasten the appointment of a special conference between representatives of the Glasgow and Manchester Chambers which, after mature deliberation, decided that a reasonable shrinkage to allow would be 2½ per cent. from the standard length of the hank of 840 yards average. On the receipt from Government of the Calcutta Committee's report it was decided that a Special Committee embracing that originally appointed to report on the Merchandise Marks Bill should be convened to discuss the subject, and the following gentlemen were accordingly called upon to act :—Mr. L. R. W. Forrest, Chairman of the Chamber; Mr. R. S. Champbell (of Messrs. W. and A. Graham & Co.); Mr. G. Cotton (of Messrs. Greaves, Cotton and Co.); Mr. G. McLaren (of Messrs. Owen and Okell); and Mr. A. Francke (of Messrs. Volkart Brothers). The report of this Special Committee was in the main adopted by the general Committee of the Chamber and passed on to the Government of India. With the chief recommendations of the Calcutta Report the Special Committee concurred, but there were some points which they recommended should be modified. With reference, for instance, to the permissible variation in grey yarn, the Committee suggested that in rule 3 sub-section (a) the words "greater or" should be struck out as the fact of their being allowed to stand would amount to making it compulsory that the average count in the whole of the yarn in a bundle, bale or consignment should be exactly the described count. With respect to this particular section, the Committee were informed by the Bombay Millowners' Association that owing to climatic and other causes it was impossible to spin low count yarns within a five per cent. varia-

tion, the members of that Association alleging that there should be a variation allowed of 10 per cent. on all counts under 16s. and 7½ per cent. between 16s. and 30s. On a reference being made through the Manchester Chamber of Commerce to practical spinners in England, however, the Committee were informed that there was no practical difficulty in complying with a 5 per cent. permissible variation on these yarns, and they did not therefore support the contention of the Bombay Millowners' Association. In the list of piece-goods suggested in the Report, the Committee thought that "Woollens" should be inserted, as they saw no reason why such goods should be exempted whenever they were sold by the piece purporting to be of certain lengths. The Committee were, however, of opinion that in some instances the suggestions were likely to lead to considerable laxity in the administration of the Act, and, ultimately, to nullify the object with which it had been passed: and amongst other points they noticed the suggestion that descriptions of quality on labels or packets —such as on bundles of hosiery, etc.—should be exempted from the liabilities attaching to trade descriptions. With this the Committee could not agree, believing that such labels were quite as likely to be the means of misleading the public as those actually stamped on goods.

The Committee are not aware to what extent their suggestions have been adopted by the Government of India in the instructions they may have issued for the guidance of Custom House Officers in the working of the Act; but in the amended rules embodying the instructions to Criminal Courts, framed under section 16 of the Act issued by Government on 4th December 1890, the amendment proposed by your Committee of deleting the words "greater or" in reference to the described count of grey yarns has not been followed, and the Committee

have accordingly again addressed the Government of India on this point showing how impracticable it will be for spinners to comply with the letter of this rule, and asking that it might be reconsidered. The new instructions to Criminal Courts, however, embody the suggestion made by your Committee, in response to an enquiry from Government as to the Chamber's views regarding the variations in the described weight of bleached yarn, and to prevent any misconception of the rules as they now stand, your Committee have had a copy of them, as also the amendments, printed and circulated to the members of the Chamber.—(*Appendix* F.)

THE WORKING OF THE INDIAN MERCHANDISE MARKS ACT.

Various references have been made to the Chamber from time to time as to the interpretation to be placed on various portions of the Act, and to these your Committee have replied in suitable terms. They have also caused to be printed and circulated for the information of members copies of communications they have received from the Collector of Customs in regard to the interpretations which the Government of India had ruled should be attached to certain provisions of the Act. On the whole the Committee are disposed to think, from the absence of complaints on the part of members of the Chamber, that the Act is now working without any undue friction, and they certainly consider that its introduction has been attended with beneficial results, so far as it was intended to have the effect of protecting the interests of legitimate traders.—(*Appendix* G.)

PROPOSED LEVY OF INCOME-TAX ON GOODS CONSIGNED TO INDIA FOR SALE.

Through the Bengal Chamber of Commerce your Committee were favored in April last, with copies of a notice which had been served by the Collector of Income-Tax, Calcutta, on firms doing business in that city, requiring them to furnish within ten days a list of the persons firms or companies who consign goods to them for sale, in accordance with section 42 and 45 of Act 2 of 1886, and, further, under section 43 of the same Act, to make a return of the profits on such consignments which were taxable in India. The Bengal Chamber, in forwarding this document and copies of correspondence in connection therewith, enquired whether any such claims for Income-tax had been made in Bombay. To this your Committee replied in the negative, but being aware from other sources that the matter was also the subject of correspondence between the Government of India and the Government of Bombay, they at once addressed the latter asking for information. In reply the Government of Bombay stated that while they did not consider it necessary to supply the Chamber with reports of district officers and other papers on the proposal referred to, they would at the same time be glad to have the opinion of the Chamber regarding the best manner of ascertaining the amounts of profits in question and, in particular, whether in case the agent is unable to furnish a return of such profits, a percentage of the gross proceeds varying according to the circumstances of the case might not unreasonably be held to be profit, the assessee being left to show cause why the assessment should not be maintained.

Your Committee lost no time in replying in very decided terms to this communication. They stated that they were quite unable to suggest any means by which

even an approximately reliable estimate could be obtained of the profits on consignments, as foreign consignors could scarcely be expected to make true returns where so doing would render them liable to taxation; and there were no other means at the disposal of consignees by which the original cost of goods could be accurately ascertained. With regard to the suggestion on the part of Government that a certain percentage of gross proceeds might be taken as representing profits, the Committee pointed out that this would be manifestly unjust, as it was beyond question that a very large proportion of the goods consigned to India for sale left no profit whatever, the consignments as a rule being either made for the purpose of getting rid of surplus production, or as a means of opening up trade in some new article. Moreover, were the tax to be enforced, consignors of goods would at once arrange—as they easily could—a fresh mode of business so that all consignments would appear to be the property of residents of India. This evasion, it was apparent, it would be impossible to check without an inquisitorial system which would prove an absolute obstruction to trade. In any case, the Committee pointed out that the adoption of the tax must eventually result as equivalent to the imposition of a protective duty of a partial and inequitable character.

It was not till the 8th September 1890, that the Committee were favored with a reply from the Government of India, in the Department of Finance and Commerce, stating that in view of the difficulties mentioned by the Chamber of accurately estimating profits, Government did not intend, at present, to proceed to assess this branch of the trade to income-tax.

The Bengal Chamber of Commerce, in discussing the proposal, raised the question of the total abolition of the

income-tax, and in connection therewith had a prolonged correspondence with the Government of India; but your Committee determined to abstain for the present from taking any part in this portion of the discussion.—(*Appendix* H.)

UNIFORM SYSTEM OF WEIGHTS AND MEASURES FOR INDIA.

Early in the current year the Bombay Government forwarded to the Chamber with a request for opinions thereon, a Note addressed by A. P. MacDonnell, Esq., C.S.I., Secretary to the Government of India, to all local Governments and Administrations, except Bombay, on the subject of establishing a uniform system of weights and measures throughout the country. The reason that the Note excepted Bombay apparently is that the initiatory movement in regard to the question came from the Government of Bombay doubtless in consequence of the recommendations of this Chamber in 1888. The Note begins by premising that under Section 8 of Act 31 of 1871, the Governor-General in Council is practically empowered to introduce any system of weights and measures of capacity consistent with the statutory unit prescribed by Section 3 (the ser), and after pointing out the inconveniences which prevail from the existing irregular system, or rather want of system throughout the country, goes on to say, that as at present advised His Excellency the Viceroy in Council is of opinion that the system which promises the best solution of the question is that of the tola of 180 grains, the ser of 80 tolas and the maund of 40 sers. The rupee is exactly the tola of 180 grains and is already used as a standard of weight for the purpose of every-day life, the ser of 2·057 lbs. equal to 80 tolas and the maund of 40 sers have already been adopt-

ed on the railways in India, and the tendency of trade would probably be to follow these weights so that they would be more easily accepted for general use than any others.

In reply to this the Committee stated that when the subject was previously considered by the Chamber in 1888, it was decided to advocate the adoption of the English pound as the most suitable unit of weight for India, and that the Chamber still adhered to this view of the matter, believing that English weights are now practically in use in all large centres of trade throughout the country, and would therefore prove as easy of adoption as any other system. At the same time the Committee recognised that the first and most important object to be attained was a uniform system—whatever it might be based upon—and should therefore the introduction of the English unit be considered by the Government of India, and the majority of the authorities it consulted, unsuitable for the country and likely to be difficult, if not impracticable of adoption, the Chamber would be prepared, as a first measure of reform, to support the introduction of the scale now in use by the railways, namely :—

the tola of 180 grains
the ser of 80 tolas, and
the maund of 40 sers.

The consideration of the question had led the Committee to the belief that the general acceptance of any new system of weights would scarcely be feasible without some measure of compulsion, and they accordingly suggested the advisability of instituting a Commission of Enquiry before further legislative action was taken.

In April of the same year Government again forwarded a Note on the adoption of a uniform system of weights and

measures in India which practically suggested a system based upon the reduction of the tola from 180 to 175 grains, which, according to the following table would establish an easy and simple correlation between the English and British systems viz. :—

PROPOSED IMPERIAL INDIAN SCALE OF WEIGHTS BASED ON THE TOLA OF 175 GRAINS.

			Avoirdupois.		
		Grains.	Ounces.		Pounds.
	1 Tola =	175	= 4/10	=	1/40
5 Tolás =	1 Chittak =	875	= .2	=	1/8
16 Chittaks =	1 Ser =	14,000	= 32	=	2
40 Sers =	1 Maund =			=	80
28 Maunds =	1 Ton =			=	2,240

Seeing that the rupee is universally regarded throughout the country as the exact equivalent of a tola, it was suggested that by reducing the quantity of alloy from 15 to 10 grains, thus increasing the fineness from 11-12 to 17-18 and diminishing the weight from 180 to 175 grains the value would remain constant.

After giving this suggestion very careful consideration, the Committee informed Government that while the proposal undoubtedly possessed the merit of simplicity and had, moreover, the additional advantage of being in exact relation to the British system of weights, the question was one of so complex a character that they would prefer to adhere to their former recommendation of a Commission of Enquiry being instituted before any decided steps were taken. The proposed alteration in the weight of the rupee seemed to the Committee a very important movement to take, and much as a uniform system of weights and measures for India is to be desired, it is a question whether the advantage might not be too dearly bought at the cost of altering the fineness or weight of the coinage.—(*Appendix* I.)

SCHEME FOR GIVING IMPERIAL PROTECTION TO PATENTS, DESIGNS, AND TRADE MARKS IN THE UNITED KINGDOM, INDIA AND THE COLONIES.

In April last the Government of Bombay forwarded copies of documents which had been submitted by the Government of India with reference to a scheme for giving Imperial protection to patents, designs and trade-marks in the United Kingdom, India and the Colonies. The matter came before Government under cover of a despatch from Her Majesty's Secretary of State for India, accompanied by a memorial from the Associated Chambers of Commerce of the United Kingdom, to the effect that much inconvenience was caused at present to traders having interest in patents, designs and trade marks by the necessity which existed for separate grants and registrations for such in the United Kingdom, and in the various Colonies and dependencies of the Empire, and suggesting that a scheme should be formulated for the purpose of granting simultaneous Imperial protection throughout the Empire. A Special Committee was appointed, consisting of the Hon'ble Mr. A. F. Beaufort, Chairman of the Chamber, Mr. A. Pallis, of Messrs. Ralli Brothers, Mr. R. S. Campbell, of Messrs. W. and A. Graham and Co., Mr. W. R. Macdonell, of the Bombay Company, Limited, Mr. J. L. Symons, of Messrs. Finlay, Muir and Co., Mr. A. Francke, of Messrs. Volkart Brothers, and Mr. G. Cotton, of Messrs. Greaves, Cotton and Co., and agreeing with their report the Committee forwarded it to the Government of India as representing the opinion of the Bombay Chamber of Commerce. For obvious reasons the Committee considered it advisable to deal with the proposal under two separate heads, the position of the law in India relating to patents and designs being widely

different from that affecting trade-marks, the former being under, and regulated by, special enactments, while the latter are governed by the common law of the country and do not, as in England, require registration for the purpose of protecting proprietary rights. As regards patents and designs, the Committee declined to support the proposed scheme, stating that whatever the difficulties might be in obtaining registration and protection in England and the Colonies, the law in India worked most satisfactorily, being both simple in its procedure and inexpensive as regards charges, while they were of opinion that the suggestion of the Associated Chambers of Commerce would be likely to prove both complex and cumbersome in operation and more expensive in cost. In the matter of trade marks, the Committee deemed it even less desirable to disturb the existing law, giving as their reason for this, the result of a previous enquiry instituted by the Chamber into the whole question of the registration of trade-marks and the legal opinions then elicited. They doubted if the proposed scheme of imperial registration of trade-marks would be found practicable, but even if it were, they considered it would prove absolutely disadvantageous and inimical to the proprietary rights of merchants, manufacturers and others now possessing trade-marks in India.—(*Appendix* J.)

DELAY IN THE PROCEDURE AT THE POLICE COURTS OF BOMBAY.

Several complaints having been preferred to the Committee of the Chamber as to the delay attending the administration of justice in the Police Courts of the City, it was decided to appoint a special committee to consider and draw up a report on the subject. The members nomi-

nated were Mr. L. R. W. Forrest, chairman of the Chamber, Mr. J. L. Symons, deputy chairman, Mr. H. W. Uloth, Superintendent, P. and O. S. N. Company, and Mr. H. C. Burder, of Messrs. Crawford, Burder, Buckland and Bayley. While the subject was under deliberation, however, the death occurred of Mr. P. Ryan, who had, for many years past, occupied the post of Second Magistrate of Police, and the Committee of the Chamber having already come to the conclusion that the complaints as to the delay in the Courts were well founded decided, in anticipation of a memorial to Government on the whole question, to at once represent the desirability of supplying the place of the deceased gentleman by appointing a member of the legal profession with local and practical knowledge of the working of the Courts, and the several acts which governed the majority of the cases coming before the magistracy. Basing their reasons for making this representation on the apprehensions entertained that some Government servant might be appointed who had not the necessary qualifications for the post, the Committee endeavoured to impress on H. E. the Governor in Council the great importance which the mercantile community attached to these appointments, and expressed a hope that no magistrate would be placed on the bench who was not fitted by training and experience to deal with the special work of the Police Court.

Government in reply to this representation stated that in disposing of the matter therein referred to, the Governor in Council had given due consideration to the point urged by the Chamber. This assurance, however, read by the light of the appointments almost simultaneously gazetted, failed to convince the Committee that their representations had been fully appreciated, and they therefore addressed Government again at some length quoting a number

of instances in which excessive delay had occurred and for which, in their opinion, the main cause was the insufficient strength of the bench of magistrates. They also advocated the transfer of the Second Magistrate's Court from Girgaum to Byculla, and suggested arrangements being made which would withdraw from the Chief Presidency Magistrate the necessity of hearing the usual night and petty police charges. In their reply to this further communication Government stated that enquiries would be instituted with reference to the cases cited, and that as soon as the Bombay Municipal Corporation had replied to a communication addressed to them on the subject of an additional magistrate, the other points to which the Chamber of Commerce had invited attention would receive the due consideration of Government. In continuation Government again wrote to the Chamber in October, intimating that no reply had yet been received from the Corporation and that in regard to the specified cases of delay, the Governor in Council having consulted the Chief Presidency Magistrate was satisfied that no censure attached to the magistracy in connection with them. It was no part of the Chamber's allegation, however, that the delay in the few sample cases cited called for the censure of the trying Magistrates and the Government in stating that no blame was attachable to those officers was combating an issue which was never raised, the contention of the Chamber being that the delay in these and other cases was unavoidable unless a well qualified fourth magistrate was appointed to the bench, and arrangements made which would enable the Chief Magistrate to hear cases of importance, such as those quoted in the letter of the Chamber, with greater promptitude and despatch. The fact remains—and Government in their correspondence with the

Corporation have admitted it—that the delay cited did occur (and still continues) not only in these but in an enormous number of other cases, and this is a grievance which the mercantile community are entitled to claim should be promptly and effectively remedied.—(*Appendix* K.)

FACTORY LEGISLATION FOR INDIA.

The Government of India having solicited the opinion of the Chamber on a draft Bill to amend the Indian Factories' Act, 1881, a special committee was appointed to consider the draft enactment, consisting of the Hon'ble Mr. A. F. Beaufort, Mr. J. R. Greaves (of Messrs. Greaves, Cotton & Co.), Mr. C. Douglas (of Messrs. Ritchie, Steuart & Co.), and Mr. R. Gilbert (of Messrs. Payne, Gilbert and Sayani). Accepting in the main the report presented by these gentlemen, the Committee of the Chamber informed Government that they entirely approved of the amendment to bring within the scope of the Act any factory employing less than twenty hands, and they also approved generally of the purport of the provisions for raising the age of children from seven to nine years, for limiting the hours of work to eleven hours per day, and for arranging that women and children should have a certain allowance of holidays during each and every month. At the same time they took exception to the mode in which some of the suggested changes were to be brought about. For instance, while agreeing in the proposal that no children should in future be engaged to work in factories under nine years of age, they considered that children under that age, who had already been six months or upwards at work, should be allowed to continue in their employment. Children who had already served six months, they considered, had overcome the drudgery of learning, and having attained a cer-

tain amount of proficiency, ought not to be compelled to throw up their employment until after they had passed the age of nine. The Committee also took exception to the mode suggested for fixing holidays for women and children, as they deemed it would be almost impracticable for employers or agents of factories to fix before the beginning of each month the exact days on which children and women would desire to be allowed holidays during the month. Instead of the clause proposed by the Bill, they suggested that an amendment should be inserted to the effect that no woman or child should be employed in a mill more than 27 days in a month of 31 days; more than 26 days in a month of 30 days, more than 25 days in a month of 29 days, and more than 24 days in a month of 28 days. With respect to holidays, the Committee of the Chamber informed Government that they would have been prepared to go even further than the proposals of the draft Bill by recommending that the engines of all factories coming within the scope of the Act should be stopped for one day in seven throughout the year. If that amendment were adopted it would be unnecessary to provide separately for holidays to women and children, and would ensure sufficient relaxation for adult labour. No legislation ensued under this proposed Bill, but in August the Government of Bombay addressed the Chamber intimating that it was proposed to appoint a small Commission, consisting mainly of natives in India, to visit some few of the centres of factory labour throughout the country with a view to ascertaining the ideas of the work-people on the question of the hours of labour for women and children and the question of holidays, and asking the Chamber to suggest the names of one or more European gentlemen from whom the Government of India might make a selection, to join the Commission while in the Bombay

Presidency, and also two native gentlemen and two European gentlemen who would be willing to serve on the Commission throughout. In response to this request, the Committee sent in the names of the Hon'ble Mr. L. R.W. Forrest, Chairman of the Chamber, Mr. George Cotton, of Messrs. Greaves, Cotton and Co., and the Hon'ble Mr. Nowrojee N. Wadia, C.I.E. Neither of these gentlemen, however, were appointed to the Commission, which, after having taken evidence in Bombay and other centres of manufacture, submitted its report to Government in December. A copy of this report was forwarded to the Chamber with a request for any remarks it might wish to make thereon. The Committee thereupon convened a special committee, consisting mainly of the gentlemen who deliberated upon the draft Bill for the amendment of the Factories Act, and in accordance with their report the Committee informed Government that they approved generally of all the recommendations of the Commission with the single exception of the suggestion that in some cases women should be allowed to work more than eleven hours a day—a suggestion with which the Committee of the Chamber were unable to concur.—(*Appendix* L.)

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

The Committee of the Chamber addressed the Trustees of the Port of Bombay in July last, pointing out the necessity which existed for improved conveniences being afforded for the embarkation and disembarkation of passengers in the harbour, showing that since the establishment of railway communication with Calcutta, Madras, and the North-West, Bombay had unquestionably become the leading passenger port in India. The Committee stated

that they considered the rapidly growing traffic had now assumed proportions which demanded more extensive accommodation than that now existing. From the information which they were able to obtain they computed that irrespective of pilgrims and troops, upwards of 3,20,000 left, and probably about the same number arrived, in Bombay, or a total of 6,40,000 per annum, to which must be added the large number of friends and acquaintances going on board steamers to meet or take leave of passengers. For the accommodation of this enormous traffic the only covered landing place is the Mazagon Bunder, which is so far removed from the railways, hotels and the business part of the city as to be of comparatively little service to passengers. To meet the requirements of the traffic the Committee suggested that two floating stages should be constructed, one in close proximity to the centre of the native town for the accommodation of the coast-wise passenger traffic and the other at the Apollo Bunder for the convenience of the foreign passenger traffic and people going to and from vessels anchored in the harbour. These landing stages, they suggested, should be covered in against the weather and should communicate with the pier by covered bridges so constructed as to accommodate themselves to the rise and fall of the tide. On the Apollo Bunder, they further stated, they considered a covered carriage way should be constructed so that passengers landing or embarking from the stage should be enabled to do so under cover; and they also added that it would be a convenience if a covered hackney-carriage stand were arranged for within convenient distance.

No answer having been vouchsafed to this letter, the Committee again addressed the Port Trustees at the end of September pointing out that the Mail Steamers for Europe

had commenced to leave the harbour at 2 o'clock every Saturday afternoon, and that the necessity therefore that passengers should be allowed some protection from the sun and weather was greatly increased. Admitting the possibility that a large scheme, such as that suggested by the Chamber would necessarily involve considerable deliberation, the Committee stated that they were willing to leave the question of the landing stages for future discussion when the Trustees had been able to thoroughly consider the matter, but again impressed upon the Trustees the necessity of covering in the seaward end of the Apollo Bunder, as a preliminary measure urgently wanted, and which could not involve any serious expense.

On the 13th December a reply was received from the Port Trustees in which they stated that after careful consideration they were averse to the construction of a landing stage off the Apollo Bunder, adding that the Chamber in advocating a floating stage in proximity to the centre of the native town had apparently overlooked the arrangements at Mody Bunder and also at the outer walls of the Prince's and Victoria Docks for the landing and embarking of passengers. These conveniences the Trustees considered sufficient for native passengers and they were not inclined to provide anything more. They stated, however, that the question of providing covered accommodation at the end of the Apollo Bunder and also of an additional pier at another part of the harbour was under consideration.—(*Appendix* M.)

ABOLITION OF THE ENGLISH IMPORT DUTY ON SILVER PLATE.

In conjunction with several other representative bodies in India, your Committee addressed Government again at the beginning of their year of office advocating further

representations being made in favor of the abolition of the duty on Indian silver-plate. Admitting that the non-removal of the duty had not been owing in any way to laxity on the part of the Government of India, who had steadily kept the subject before Her Majesty's Ministers for the past ten years, the Committee desired to point out that in the five years which had elapsed since their previous memorial on the subject the reasons in favor of the abolition of the duty had materially gained in strength, and they urged that if the question was again prominently brought before the Lords of the Treasury by Her Majesty's Secretary of State for India, there was every probability of the repeal of the duty being sanctioned in the coming session of the English Parliament.

The Government of India, in acknowledging receipt of the Chamber's communication, courteously intimated that they had lost no time in forwarding the same to the Secretary of State for India for submission to the Lords Commissioners of Her Majesty's Treasury. In April 1890, the Chancellor of the Exchequer announced that Her Majesty's Government had remitted the duties in deference to the wishes and interests of the people of India, and in November last the Government of India, in the Finance and Commerce Department, addressed the Chamber with respect to the question of establishing a system of hall-marking silver-plate in India. The points on which they solicited the Chamber's opinion were :—

(1.) Whether a system of Indian assay should be introduced ?

(2.) Should the assay be compulsory or optional ?

(3.) What standard or standards of fineness should be adopted ?

(4.) Whether assay offices should be located at the two mints only or at other centres also ?
(5.) What process for assay should be adopted ?
(6.) What fees should be charged ?
(7.) What distinguishing marks should be applied to the wares assayed ?

No members of the Chamber, so far as the Committee were aware, had any practical knowledge regarding the manufacture or export of silver-plate, and it was therefore deemed advisable to obtain, if possible, the opinions of those actually trading in the article. In response to the Committee's invitations, however, only Mr. J. P. Watson, of Messrs. Watson & Co., and Messrs. Ardaser and Byramjee, took the trouble to reply at any length. Mr. Watson's communication was evidently prepared with great care and indicated a close study and appreciation of the subject; and in handing both the replies received to the Government of India, the Committee stated that they were in favor of the views advanced by Mr. Watson. Shortly, these were :—

(1.) That it would be advisable to have a system of assay.
(2.) That the assay should be optional.
(3.) The standard of fineness should be the rupee.
(4.) That assay offices should be located at the following twelve towns, namely, Bombay, Poona, Ahmedabad, Calcutta, Lucknow, Delhi, Lahore, Madras, Bangalore, Trichinopoly, Rangoon, and Mandalay.
(5.) That the process adopted should be the touch-stone.
(6.) The fees charged to be half-an-anna per tola weight of the article submitted for stamping, and
(7.) That the stamp should be the Star of India with the first two letters of the name of the town of assay.—(*Appendix* N.)

ADDITIONAL ACCOMMODATION FOR THE STORAGE OF KEROSINE OIL.

The enormous stocks of kerosine oil which were held in Bombay during the early part of the past year, induced the Committee on behalf of the firms interested in the trade to represent to the Trustees of the Port the desirability of increasing the storage facilities for the article. According to the information placed at the disposal of the Committee by those in the trade—it appeared that the permanent kerosine godowns belonging to the Port Trust had only a capacity of 364,000 to 380,000 cases as compared with an actual stock in Bombay and in the harbour, at the then time of writing, of 600,000 cases. Showing from the statistics that during the past nine years the importation of kerosine oil had increased from 1,996,289 imperial gallons in 1881 to 10,598,334 gallons in 1838, the Committee pointed out that at the same rate of progress the imports in five years time might very possibly reach twenty-five million gallons ; and that, as owing to the intervention of the monsoon the bulk of this quantity would probably, as heretofore, continue to arrive in the months of March, April and May, it would appear that provision should be made for the storage of at least one million cases at a time. The Committee also advocated a change in the existing mode of letting out the kerosine godowns, proposing that kerosine oil should be warehoused on the same basis as piece-goods, namely, by a charge for accommodation and services rendered by the Trust being made at so much per package.

In the reply which the Port Trustees ultimately sent to this representation they stated that they considered the pressure to which the Chamber alluded likely to be only of a transient character, and that as the Trustees were prepared

to place other godowns, at the disposal of the trade in event of the accommodation available proving insufficient, they did not think it would be necessary to increase the special storage facilities for kerosine at present. With reference to the Chamber's suggestion of making a charge per package instead of letting out entire godowns, the Trustees stated that they had under consideration a scheme for preventing their godowns being monopolised by a combination of importers with a view to checking importation. —(*Appendix* O.)

LEGISLATION REGARDING RAILWAY RECEIPTS.

Availing themselves of a judgment delivered by the Honorable the Chief Justice of Bombay and the Honorable Mr. Justice Scott, in a reference before them from the Small Causes Court in the case of the G. I. P. Railway Company *versus* Hunmondass Ramkisson and another, the Committee again addressed the Government of India with respect to the long-pending proposal originally emanating from the Chamber that railway receipts in India should by law be rendered transferable and negotiable instruments carrying a title to property in the same way as Bills of Lading, pointing out that since the suggestion had first been put forward by the Chamber, the experience of the mercantile community and the litigation which had taken place in the interval showed more clearly than ever the desirability of legislation in the direction proposed by the Chamber. Taking the particular case above referred to, which entirely arose from the unsatisfactory position of the law in respect of railway receipts, the Committee pointed out that the honorable the Chief Justice had, at the close of his judgment, pointed out, in unmistakable terms, the necessity

which existed for legislation, his remarks being, after describing the law as it stands in reference to railway receipts

> "if this be thought by the commercial community "to be an unsatisfactory state of the law, it will be "necessary, in our opinion, that the desired change "should be made by legislation."

About the same time that the Chamber made this representation to Government, a number of the native grain, seed and cotton merchants trading in Bombay, also forwarded a petition to His Excellency the Viceroy and Governor-General in Council praying that legislation on the lines suggested by the Chamber should be carried into effect.

As the result of these representations the Government of India in May last submitted copies of the whole correspondence and opinions on the subject which they had received, and solicited the further views of the Chamber thereon. The Committee accordingly appointed a Special Committee to consider the question, consisting of Mr. L. R. W. Forrest, Chairman of the Chamber, Mr. A. Pallis, of Messrs. Ralli Brothers, Mr. W. R. Macdonell, of the Bombay Company, Limited, Mr. Vernon B. F. Bayley, of Messrs. Crawford, Burder, Buckland and Bayley, Mr. H. Conder, General Traffic Manager, G. I. P. Railway Company, and Mr. I. O'Callaghan, General Traffic Manager, B. B. and C. I. and R. M. Railways; and after very careful consideration submitted a lengthy report dealing with the subject in great detail. In accordance therewith your Committee are addressing the Government of India again on the subject, and they anticipate the matter will be dealt with during the present legislative session in Calcutta.—(*Appendix* P.)

GOVERNMENT STATISTICS.

With the beginning of the year under report, the Government of India, in the Revenue and Agricultural Department, brought out a monthly statement showing the imports of Cotton, Wheat, Linseed and Indigo by rail and river into Calcutta, Bombay Town, and Kurrachee, starting with the month of October 1889. This return, your Committee took the liberty of pointing out to Government, would be of much more practical use if it also included the imports by sea and also if the figures were made up in hundredweights instead of maunds which was always a misleading weight for purposes of exact compilation. They pointed out, for instance, that the import of cotton into Bombay by sea was at one time fully as important as that by rail, and that any return which did not take cognisance of the arrivals by sea was of little service to merchants. Considerable correspondence ensued with the Revenue and Agricultural Department without, however, any practical result; and the Committee can only here say, what they have already stated to the Government of India, that the return in its present form serves no practical purpose whatever.

Your Committee have also had a lengthy correspondence with the same Department regarding the mode of compiling and publishing the cotton forecasts issued by that Department. Hitherto it has been the custom of the Department to indicate the probable outturn in unginned cotton, which it is unnecessary to say is a most unreliable guide as to the actual outturn of clean cotton. The Com-

mittee accordingly suggested the advisability of giving the probable outturn in future in bales of clean cotton, each bale to be taken as 400 lbs. net. As the result of this correspondence, the Committee are glad to say that Government have acceded to the Committee's request, and the forecasts in future, therefore, will be much easier of interpretation and less likely to mislead the public.

The Committee also addressed the Director of Land Records and Agriculture, Bombay, in March last, with reference to the forecast published by that officer for the late districts of the Bombay Presidency, and the official explanation of the probable outturn being, as they deemed, of great interest to the trade, the Committee caused the correspondence to be published in the newspapers at the time.—(*Appendix* Q.)

COTTON.

Your Committee have not had occasion to specially discuss any points in connection with the trade in our leading export staple throughout the year, the administrative work in connection with the trade being now entirely relegated to the Bombay Cotton Trade Association. It is only therefore for convenience of reference that they publish the usual figures respecting the article.

From the following statement it will be perceived that the crop is the largest on record, the receipts into Bombay having exceeded those for 1888-89—which was previously

the largest yield—by no less than 350,341 bales, or 18·65 per cent :—

Growths.	Season 1887-88.	Season 1888-89.	Season 1889-90.	Percentage Increase or Decrease in 1889-90 as compared with 1888-89.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Dhollera	3,31,965	3,03,545	4,56,250	+ 50·30
Broach	1,04,812	1.42,995	2,40,230	+ 67·99
Bengals	2,19,685	2,97,790	3,82,232	+ 28·35
Berar	2,03,811	4,08,317	4,24,453	+ 3·95
Khandeish	2,13,549	2,95.793	2,96,116	+ ·10
Barsi and Nugger ...	90,438	1,70,339	1,63,862	— 3·80
Hingunghat	1,194	25,444	27,715	+ 8·92
Compta and Dharwar* .	1,27,608	1,51,235	1,37,000	— 9·41
Madras and Westerns* .	19,704	20,300	21,800	+ 7·39
Sind...	53,325	29,100	48,936	+ 68·16
Persian	16,688	24,952	30,247	+ 21·22
Other Sorts	814	810	1,327	+ 63·82
Total...	13,83,593	18,79,627	22,30,168	Net Increase. 18·65

The season of 1890-91, however, does not promise to be quite so favorable the receipts of the new crop up to 31st December 1890 being 94,624 bales less than the corresponding period of the preceding year, and this discrepancy seems likely to be largely augmented before the end of the season, notwithstanding very favorable reports from Northern Guzerat and the Dhollera Districts :—

Growths.	1890.	1889.	1888.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	65,511	1,39,530	49,275
Berar...	42,242	69,546	59,204
Khandeish	75,446	62,872	50,016
Hingunghat	6,150	12,025	12,434
Total ...	1,89,349	2,83,973	1,70,929

* For 10 months only.

The distribution of the last crop, in the form of shipments to European ports has been as follows :—

NAMES OF PORTS.	1890.			1889.			Increase or Decrease.	Percentages.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months		
	F. P. Bales.	F. P. Bales	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	3,13,854	18,238	3,32,092	2,69,206	30,432	2,99,638	+ 32,394	+ 10·10
London	10,440	2,153	12,593	77,892	14,958	92,850	− 80,257	− 86·43
Hull	210	...	210	1,100	...	1,100	− 890	− 80·90
Marseilles	8,751	3,160	11,911	10,570	2,650	13,220	− 1,309	− 9·90
Havre	1,24,161	3,480	1,27,641	1,03,694	6,303	1,09,997	+ 17,547	+ 15·95
Dunkirk	44,280	3,775	48,055	28,405	6,576	34,981	+ 13,084	+ 37·40
Antwerp	2,10,092	27,423	2,37,515	1,88,773	44,021	2,32,794	+ 4,721	+ 2·02
Ghent	9,513	...	9,513	11,122	200	11,322	− 1,809	− 15·97
Amsterdam	160	...	160	...	...	...	+ 160	
Bremerhaven	...	1,568	1,568	...	110	110	+ 1,458	+ 1325·45
Bremen	18,537	8,246	18,537	2,110	...	2,250	+ 16,287	+ 723·86
Hamburg	1,42,355	8,246	1,50,801	5,488	1,961	56,409	+ 91,392	+ 162·33
Barcelona	12,250	1,400	12,650	13,059	1,150	14,209	− 559	− 3·93
Genoa	1,07,887	17,651	1,25,538	1,02,698	21,505	1,26,903	+ 1,365	+ 1·07
Naples	14,750	6,203	20,953	14,400	5,310	19,710	+ 1,243	+ 6·30
Venice	75,285	11,304	86,589	49,132	12,369	61,501	+ 25,088	+ 40·79
Leghorn	2,700	...	2,700	3,500	200	3,700	− 1,000	− 27·02
Trieste	1,87,166	21,426	2,08,592	1,79,683	24,259	2,03,942	+ 4,650	+ 2·28
Piraeus	700	...	700	520	10	530	+ 170	+ 32·07
Odessa	21,930	660	25,590	31,770	200	34,970	− 9,380	− 26·82
Gothenburg	3,350	100	3,750	2,200	500	2,700	+ 1,050	+ 38·88
Malmo	...	...	...	300	...	300	− 300	
Narkoping	1,100	...	1,100	...	...	...	+ 1,100	
Nykoping	200	...	200	...	...	...	+ 200	
Stockholm	...	...	...	200	...	200	− 200	
Christiania	...	...	...	100	...	100	− 100	
Borgen	50	...	50	...	...	...	+ 50	
Total	13,12,834	1,27,087	14,39,921	11,48,082	1,75,414	13,23,496	+ 1,16,425 Net Increase.	+ 8·79

A comparison of the receipts and shipments shows that the exports to Europe have only exceeded the previous

year by 8·79 per cent., so that 10 per cent. of the increase in the receipts is to be accounted for by larger stocks being held in Bombay, and an increase in local consumption which up to 30th June 1890 was estimated at 636,234 bales per annum.

WHEAT.

As the following comparative figures of acreage and outturn for the past three seasons show, a reduced extent of ground was under cultivation in 1889-90 and the outturn was estimated at nearly 60,000 tons short of the previous season. The quality, moreover, especially of soft wheats, was generally inferior to previous years, reports from consumers at home placing the flour yielding quality of the grain at from 1½ to 2 per cent. less than that of the preceding season :—

	Acres.	*Outturn in tons.*
1889-90	24,983,100	6,303,900
1888-89	25,911,700	6,362,200
1887-88	26,854,882	7,148,628

For each province in detail the comparison stands as follows :—

Provinces.	Average area for 5 years ending 1888-89.	Area 1888-89.	Area 1889-90.	Outturn 1888-89.	Outturn 1889-90.
	Acres.	Acres.	Acres.	Tons..	Tons.
Punjab.....	6,679,000	6,919,100	6,222,900	2,054,100	1,603,200
North-West Provinces and Oudh	5,045,000	4,771 200	4,490,600	1,440,000	1,458,000
Central Provinces	4,090,800	3,866 300	4,085,900	705,000	832,600
Bombay	2,045,500	2,078,300	1,878,100	323,000	420,000
Sind	256,300	283,700	444,900	103,200	162,000
Berar	911,300	942,000	830,000	116,900	122,000
Total...	19,027,900	18,860,600	17,952,400	4,742,200	4,597,800

Provinces and Native States.	Average area for 5 years ending 1888-89.	Area 1888-89.	Area 1889-90.	Outturn 1888-89.	Outturn 1889-90.
	Acres.	Acres.	Acres.	Tons.	Tons.
Madras	27,000	27,000	27,000	6,800	6,800
Native States in Bombay and Sind	631,500	633,900	551,000	273,700	249,700
Bengal	1,179,500	1,041,300	1,071,100	350,000	401,500
Rajputana	1,850,600	1,567,000	1,600,200	381,600	440,200
Ajmere	12,000	12,000	12,000	3,000	3,000
Central India	2,634,000	2,634,000	2,634,000	513,000	513,000
Hyderabad	1,111,000	1,111,000	1,111,000	87,000	87,000
Mysore	12,000	4,300	3,800	400	400
Kashmir	20,600	20,600	20,600	4,500	4,500
Total...	7,478,200	7,051,100	7,030,700	1,620,000	1,706,100

It will be perceived that the Punjaub and the North-West Provinces and Oudh account for nearly the entire falling off both in acreage and yield, but notwithstanding this the shipments from Kurrachee during the past year are still more in excess of Bombay than they were in 1889, while Calcutta has still further receded in the scale, and now only exports about one-tenth of the entire shipments from India, Kurrachee accounting for nearly one-half of the total :—

From	1890 Approximate.	1889 Actual.	1888 Actual.
	Cwts.	Cwts.	Cwts.
Bombay	54,52,881	61,00,879	96,60,701
Calcutta	13,16,179	15,52,742	29,75,524
Karachi	66,79,853	68,22,741	29,85,545
Total	1,34,48,913	1,44,76,362	1,56,21,770

INTRODUCTION OF GRAIN ELEVATORS INTO INDIA.

The desirability of introducing Grain Elevators into India of a somewhat similar character to those which prevail in the United States, has frequently been discussed by those interested in the wheat trade, and the Committee therefore were glad to have an opportunity of debating the matter closely with reference to a series of papers on the subject received from the Government of India through the Revenue Department of the Bombay Government in January last. The reference originated from proposals submitted to the Secretary of State for India by a gentleman in Liverpool who proposed, in conjunction with others, to form a "Grain Cleaning and Elevator Company" for India which, it was anticipated, would enormously benefit the trade by giving increased facilities for the cleaning, storing, and handling of the article; and at first sight there certainly seemed to be fair grounds for anticipating that the movement might be successful and of advantage to the trade. The careful enquiries instituted by the Committee, however, amongst the members of the wheat trade, most largely interested in, and conversant with the buying and shipping of grain, showed that the condition of things in this country is so widely different from those prevailing in America and Europe, that the system would have many difficulties to contend with here which do not exist elsewhere. In America, for instance, where large tracts of land are under cultivation with the same description of wheat which can be graded according to the quality of the season, as No. 1 or No. 2, elevators situated at suitable centres of rail and water communication afford to growers, dealers and speculators a safe, cheap and convenient means of marketing and storing their produce, which is practically a necessity in an uncertain and rigorous climate. In India

however, the descriptions and qualities of wheat produced are far too numerous and varied to admit of the system of classification and grading prevalent in America, while the absence of transit facilities prevents the trade concentrating at internal centres in sufficient volume to afford employment for elevators. Admitting that this difficulty may be materially lessened as railway communication extends, the Committee went on to show that the climatic objections to the use of elevators were permanent and apparently insuperable. For seven or eight months of the year, wheat can be safely kept in the open air without expense for either rent, fire insurance, or other charges incidental to warehousing, while during the other four or five months the native system of storage in pits is not only inexpensive, but gives immunity from weevils which no mode of warehousing ensures. The loss in weight from weevil alone during the monsoon would probably not be less than 5 per cent., irrespective of the still more serious damage to quality which results, and for this reason alone, if no other objection existed, the Committee considered that Elevators would prove unsuitable and impracticable. The Committee further stated that to any movement which would be likely to increase the cleanliness of wheat, the Bombay Chamber of Commerce would, as it had always done in the past, lend every possible assistance ; but they were unable to see that the proposed system of elevators would in any way conduce to this object. To their thinking it simply meant the introduction of another intermediary between the grower and the exporter, whereas the opinion of the Chamber is that if the wheat produced in India were shipped in the same state of cleanliness that it usually leaves the hands of the grower, there would be little fault to be found in that respect.—(*Appendix* R.)

IMPROVEMENT IN THE CLEANLINESS OF INDIAN WHEAT.

As mentioned in the last annual report, the previous Committee of the Chamber had carried on a vigorous correspondence with the representatives of the Liverpool and London Corn Trade Associations and the Government of Bombay respecting the desirability of raising the standard of cleanliness in contracts for Indian wheat at the ports mentioned. The Liverpool Association, as already reported, made no difficulty about meeting the views of this Chamber, but in London, after a series of analysis, a table was prepared by the Corn Trade Association which this Chamber considered allowed a much heavier refraction on Indian wheat than the actual condition warranted. The Committee accordingly represented their views to the London Association in December 1889, and it was not until February of 1890 that any reply was received. In their letter the Committee regret to say the London Corn Trade Association state that after having carefully considered the question of impurities in the various kinds of Indian wheats, and after hearing the evidence of sellers and buyers, they did not see their way to move further in the matter at present. There seems very little hope, therefore, of any advance being made in this important subject for some time to come, as until buyers at home insist upon being supplied with the cleanest possible wheat, shippers from this side have no inducement to export anything superior in cleanliness, than the refraction provided for the regular contracts current in the trade.—(*Appendix* S.)

EXPERIMENTS IN WHEAT CULTIVATION IN INDIA.

In June last, the Director of Land Records and Agriculture, Bombay, was good enough to communicate to the

Chamber the results of experiments he had made with special samples of wheat-seed, which the Chamber had procured for him in 1883-84, which now seem likely to result much more favorably than was at first anticipated. For a time, as was reported by Mr. Ozanne, and recorded in the transactions of the Chamber, the produce from these samples appeared to be undergoing a change and assimilating themselves to the local characteristics of the Bhadgaum Farm where the seed was sown. A comparison, however, of the produce of the 1889-90 sowing with the original seed supplied in 1883-84 seems to indicate that the changes were only temporary and that the characteristics of the seed have been fully maintained, samples of the latest product having been very favorably reported upon by Messrs. Ralli Brothers, to whom the Superintendent of the Bhadgaum Farm had forwarded them. So satisfactory indeed has been the result of these experiments, and so greatly has the produce of the sample improved, that the Director now considers the raising of pedigree wheat a matter worthy of most careful attention. At his request the Chamber has procured a further series of samples through Messrs. Ralli Brothers, which are now under cultivation, and although the wheat crop of last year was not a very suitable one from which to start the experiment, the Committee look forward with much interest to the possible results which will be available about the end of February or beginning of March 1891.—(*Appendix* T.)

EXPERIMENTS WITH PATENT SILICATE MANURE.

Messrs. Ralli Brothers of Bombay passed on to the Chamber a communication which they had received from the Patent Silicate Manure Company of Hemel Hempstead, England, as also a consignment of the article which had

been forwarded to Messrs. Ralli Brothers for the purpose of having it tested on land in India. With the view to getting the article fairly tried, the Committee placed themselves in communication with Mr. E. C. Ozanne, Director of Land Records and Agriculture, Bombay, and he has very kindly undertaken to have the experiments carried out at the Bhadgaum Experimental Farm in Khandeish.

The result of the experiment will not be ascertainable until the end of the wheat season of the current year, but on receipt it will be made public to the members of the Chamber.—(*Appendix* U.)

OPINIONS ON SAMPLES OF PRODUCE SUBMITTED TO THE CHAMBER.

In February 1890, the Superintendent of the Government experimental farm in Bhadgam, Khandeish, submitted to the Chamber ten samples of cotton grown on this farm, with a request for opinion as to quality and market value. The samples having been referred by the Chamber to the Cotton Trade Association the Committee of that body were good enough to report as follows :—

No. 1. Short staple, classification fine.
„ 2. Poor Staple, classification barely fine.
„ 3 & 6. Fair to good staple, classification barely fully good.
„ 4. Silky, good strong staple ; classification strict fully good.
„ 5. Staple weaker than No. 4, but fine in class, silky ; creamy color.
„ 7 & 10. Harsh, irregular coarse fibre ; class barely fine.
„ 8 & 9. Good strong staple, bulky ; well up fully good.

In addressing the Superintendent on the matter, the Committee of the Chamber stated that the opinions noted above were merely confined to the class and staple of the cotton, the samples submitted being too small to admit of a thorough examination being made; but that if he wished to have a more reliable report larger parcels should be forwarded to the Chamber, together with information as to the seed from which the various descriptions had been grown.

The Government of Bombay having submitted for the Chamber's opinion a sample of Aloe fibre obtained from Berbera, the Committee—through the courtesy of Messrs. Wallace & Co.—forwarded the sample to England for the opinions of experts there as to its quality and market value; and the reports obtained were as follows:—

From Liverpool.

"Good color and strength, but stiffer than the ordinary
"aloes from Bombay and very short.

"Nominal value about £20 per ton, and it would pro-
"bably sell well, especially if any advance occurred
"in Manila sisal Hemp.

"The best way to test the market is to send a few
"*tons* on trial. It would be better packed in bales,
"and *not twisted* as this causes extra labour."

From London.

"The samples of aloe fibre from the Somali coast are
"badly prepared. The fibre is short and of inferior
"colour, and badly cleaned and plaited, and if ship-
"ped in this condition would probably be difficult
"of sale at about £20 to £21 per ton.

"This fibre should be long and packed straight, not "plaited, well cleaned white and as soft as possible, "which it will become by being thoroughly cleaned, "then it would realise about £25 per ton.

"We send herewith a small sample as a guide for "colour and cleanness.

"This kind comes from Mexico, and is worth now "£25 per ton."

These opinions were in due course passed on to Government, together with the sample of Mexican fibre received from London.

PAPERS ON COMMERCIAL MATTERS RECEIVED FROM GOVERNMENT.

The Chamber are indebted to the Government of India, Department of Finance and Commerce, for a copy of an interesting letter from Consul Alabaster relating to the establishment of a cotton factory at Canton. The paper referred to will be found in the appendix.

From the same Department the Chamber has also been favoured with a copy of a letter received through the Foreign Office, from Mr. E. F. Law, Commercial Attaché at St. Petersburg, respecting the bounty on cotton yarn and textiles exported from Russia.

The Committee also desire to place on record, for the information of members, a copy of the New Commercial Convention between Great Britain and Egypt, under which special concessions have been made for certain articles of Indian produce imported into Egypt.

An interesting report by the Director of the Royal Gardens, Kew, on the specimens of the leaves of the plant yielding the Bombay Aloe Fibre of Commerce, is recorded

in the appendix. The enhanced value of this fibre, when treated by what is known as Death's process, points to the possibility of its becoming an important article of export.

The Director of Land Records and Agriculture, Bombay, favored the Chamber with 50 copies of a memorandum regarding experiments made at the Bhadgaum Farm with preventives against the attacks of Weevil upon corn and grain. These experiments do not appear to promise any mode of prevention against Weevils, which could be practically adopted by the trade at large, but they afford interesting information on the subject, and your Committee, therefore, caused the papers to be circulated to those interested in the wheat trade.—(*Appendix* V.)

THE WOOL TRADE IN BELUCHISTAN AND THE SUGGESTED INTRODUCTION OF THE MERINO SHEEP AND ANGORA GOAT INTO THAT STATE.

The Secretary to the Government of India, in the Revenue and Agricultural Department, wrote to the Chamber in February last, enclosing copy of a communication he had received from Major Gaisford, Political Agent in Quetta and Pishin, with reference to the wool trade in Beluchistan, and making suggestions for the improvement of the wool produced in the country. The Government of India being desirous of obtaining all the information possible on the subject, asked for the opinion of the Chamber on the proposals, and for any additional information which could be furnished.

Government were informed in reply that the trade in wool from Beluchistan with Bombay was very limited, and that there were no European firms who practically dealt in the article. The Committee accordingly suggested a refer-

ence being made to the Kurrachee Chamber of Commerce, as a large business was done in Beluchistan wool through that port, and the members of that Chamber would accordingly be in a much better position to supply information regarding the article than any one in Bombay.—(*Appendix* W.)

COLLECTION OF ECONOMIC PRODUCTS FOR THE IMPERIAL INSTITUTE, LONDON.

At the request of the Government of India, in the Revenue and Agricultural Department, your Committee undertook to supply commercial samples for the Imperial Institute, London, and the Indian Museum, Calcutta, of the leading descriptions of cotton, wheat, seeds, etc., exported from Bombay, and they have to express their acknowledgments to the Committee of the Bombay Cotton Trade Association for preparing samples of that article, and to Messrs. Ralli Brothers, for kindly making up the requisite samples of wheat and seeds.

RHEA CULTIVATION IN CHINA.

An interesting memorandum on Rhea cultivation in China has been drawn up, and submitted to the Government of India, by Mr. Alex. Hosie, Her Britannic Majesty's Acting Consul at Wenchow; and a copy of same having been placed at the disposal of the Chamber, is included in the report and will be found in *Appendix* X.

QUARANTINE.

During the past year there has been no imposition of quarantine against Bombay at the Egyptian or Turkish ports, and this subject, which has usually been the reason of lengthy correspondence with Government, has not therefore called for the attention of the Committee during their period of office.

REVISED FORM OF BILL OF HEALTH FOR HOMEWARD-BOUND VESSELS.

As the result of a correspondence between the Bengal and Bombay Chambers of Commerce and the Government of India, it was decided to adopt an altered form of Bill of Health with a view to avoiding the detention sometimes caused at foreign ports by the form previously in use. That form was originally adopted in 1887 under the orders of the Home Department in deference to the demands of the Board of Health of Constantinople and required an endorsement thereon of the necrological tables of the port of departure previous to the time of sailing. Experience showed that in consequence of the alarm created by the report of sporadic cases of cholera, etc., in these tables, foreign countries which would have accepted the old form of Bill of Health which did not embody these particulars, had been induced to detain vessels in quarantine and cause a great deal of unnecessary delay, trouble and expense. Government accordingly enquired of the Committee whether they could suggest any means of meeting this particular difficulty. All vessels proceeding to Europe through the Canal, as Government pointed out, must necessarily come in contact with the Egyptian authorities, and it was considered possible therefore that the adoption of two forms of Bills of Health might give rise to suspicion on the part of the Egyptian officers, and thereby create greater difficulties than those which it was sought to avoid.

The matter being one of considerable importance to the interests of shipping frequenting the port of Bombay, the Committee gave it most careful consideration, and eventually suggested to Government the desirability of retaining the revised form of Bill of Health providing

therewith a separate certificate, giving the particulars of deaths during the preceding week, such certificate only to be produced in case it should be demanded by the Egyptian Officers or other foreign authorities. These suggestions the Government of India have adopted from 29th March 1890, and, so far as the Committee are aware, the new form works most satisfactorily.—(*Appendix* Y.)

FORMS OF BILLS OF HEALTH USED BY THE SANITARY AUTHORITIES AT COLOMBO AND BOMBAY.

In November last, the Colombo Chamber of Commerce addressed the Committee in reference to the form of Bill of Health used by the medical authorities at that port in cases of diseases of an epidemic form, in which the following clause had recently been introduced :—

> "Except an isolated case of small-pox in a house two miles from the Port,"

and the Colombo Chamber desired information as to whether (1) the authorities at Bombay found it necessary, when single cases of diseases of an epidemic form were prevalent, to insert any similar clause; (2) whether the insertion of such a clause in a Bill of Health granted to a vessel from Colombo would occasion delay in giving the vessel pratique on her arrival at Bombay; and (3) what number of cases of small-pox the medical authorities at Bombay would regard as justifying quarantine.

Through the courtesy of Surgeon-Major F. F. MacCartie, M.B., Health Officer of the Port of Bombay, the Committee were able to reply at some length to these enquiries. Briefly put the answers were as follows :—

(1 & 2.) No.

(3.) As regards this point, everything depended upon the geographical situation of the place to be protected, and on the sentiments of its inhabitants on the quarantine question. Generally speaking quarantine in its strictest sense against any disease cannot be justified; but if small-pox is a rare disease in a country so situated that preventive measures against its importation could be easily enforced, it was possible that mild and judicious quarantine measures might be attended with some kind of success.—(*Appendix* Z.)

BILL TO AMEND THE INDIAN MERCHANT SHIPPING ACTS.

This Bill came before the Committee in February, with a request from Government to be favored with the views of the Chamber on its provisions. The draft enactment, among other things, proposes to make it lawful for the master of a foreign-going ship, when the term of a running agreement has expired at a port in India, which is not also the port at which the crew have agreed to be discharged, to renew the agreement, with the sanction of the shipping-master at the port at which the agreement has expired, for the voyage from that port to the port in India which is the port of discharge agreed to by the crew; to provide for the indemnification of the State against expenses incurred in the relief of lascars left abroad by masters of foreign vessels; that all wreck found outside, but brought within, the local limits for which a Receiver of Wreck has been appointed, as well as wreck found within those limits, shall be delivered to the Receiver, and to explain that the word "coasts" in section 6 of the Indian Merchant Shipping Act, 1883, includes the coasts of creeks and tidal rivers. It is also intended to give power to a Local Government to convene a Court of Investigation into a casualty which has occurred

in the jurisdiction of, or been reported to, another Local Government, when it may be advisable to hold such a Court by reason of the witnesses being within the jurisdiction of the Local Government or for other sufficient cause; further, to provide that the Governor of Bombay in Council may delegate to the Political Resident at Aden his powers under that section in respect of investigations at Aden into shipping casualties (section 6); and that Courts of Investigation may cancel or suspend local certificates of competency or service as they may now cancel or suspend Board of Trade and Colonial certificates.

The Bill was in the usual way referred to a special Committee—consisting of the Chairman, Messrs. L. R. W. Forrest, H. W. Uloth, J. A. Shepherd, J. L. Symons, and M. C. Turner—and the Chamber agreeing with their views addressed Government fully approving of the provisions of the Bill, the working of the existing Acts having shown by experience that the proposed amendments were extremely desirable.—(*Appendix* AA.)

COMPULSORY PILOTAGE FOR COASTING STEAMERS.

Under date of 29th October, the Government of Bombay, Marine Department, addressed the Chamber respecting a petition from Messrs. Shepherd and Co., (owners of the Bombay Steam Navigation Company,) and correspondence in connection therewith, asking that the commanders of their vessels might be permitted to pilot them in and out of Bombay harbour without being compelled to take licensed pilots or pay the usual pilotage fees. The subject is one which has been before previous Committees of the Chamber on several occasions, and the opinions hitherto expressed have been to the effect that while the Chamber

sympathised with the views advanced by Messrs. Shepherd and Co., and would have been glad to see their vessels exempted from compulsory pilotage, they could not see their way, in the face of the existing law, to recommend that Messrs. Shepherd and Co.'s steamers should be placed on an exceptional basis as compared with other vessels frequenting the port, so long as compulsory pilotage existed for both the foreign and the general coastwise trade. From the information made available by the Government of India, however, in minuting upon Messrs. Shepherd and Co.'s petition, it would appear that the pilotage rules in Calcutta are relaxed for vessels similar to those belonging to Messrs. Shepherd and Co., to the extent of allowing the masters to pilot vessels which they command. The Committee of the Chamber after consulting the representatives of the Chamber on the Trust, accordingly saw no sufficient reason for denying similar privileges in Bombay where the navigation is admittedly much less intricate and dangerous than the port of Calcutta, and they accordingly informed Government that they coincided in a resolution which they understood the Trustees of the Port had finally arrived at to absolve Messrs. Shepherd and Company's steamers from the payment of pilotage fees.—(*Appendix* BB.)

COMPULSORY LOAD-LINE FOR VESSELS LEAVING BOMBAY.

This question was discussed by the Chamber in 1885-86 when it was proposed that a special load-line should be compulsorily affixed to vessels sailing from Bombay during the South-West monsoon. As the matter, however, was abandoned at that time by the Home authorities it was also allowed to drop here, and has only arisen again in connection with the passing of the English Merchant Shipping

Act of 1890 which embodies rules for determining the position and manner of marking the compulsory load-line. Vessels registered in the British Colonies and Possessions are exempted from the operation of this Act until June 1891, but thereafter provision is made for accepting the load-marks of vessels registered in Colonial ports, in accordance with the law at port of registry. Government accordingly requested the opinion of the Chamber with respect to certain proposals for the marking of load-lines on vessels leaving Bombay, formulated by the Port Officer, in response to which your Committee, after careful enquiry amongst the representatives of the leading lines of steamers trading with Bombay, stated that they were generally in favor of the proposal that the load-line marks laid down for vessels in the United Kingdom should be adopted for vessels sailing from India to Europe; but they considered that a difference should be made in regard to steamers trading on the Coast and to the Further East, as the conditions under which such vessels are sailed are altogether different from those prevailing in the United Kingdom. Your Committee considered that monsoon weather in India was never so bad as winter weather on the British Coast, and summer weather in the United Kingdom was not so uniformly fine as the fair season in India. They suggested therefore that distinct marks be laid down, one for the fine season limit in this country and another for the monsoon months.—(*Appendix* CC.)

DRAFT RULES UNDER THE INLAND STEAM VESSELS ACT, 1884.

In the Appendix will be found a copy of the draft rules under the Inland Steam Vessels Act of 1884, which were published by the local Government on 1st September, with the intimation that the said draft would be taken into con-

sideration on and after 1st November 1890, together with any objections or suggestions which may be addressed to the Governor in Council by persons likely to be affected by the new regulations.

The Committee having carefully examined the rules, did not find anything in them to call for the interference of the Chamber, and therefore merely circulated copies of the draft for the information of Agents and owners of Steamer Companies in Bombay.—(*Appendix* DD.)

COMMISSION TO ENQUIRE INTO THE WORKING OF THE NATIVE PASSENGER SHIPS ACT, 1887.

In October last, the Government of India, in the Department of Finance and Commerce, intimated that it had been decided to appoint a Special Commission to enquire into the working of the Native Passenger Ships Act of 1887, and that it was desired the Chamber should nominate some gentlemen to represent the mercantile community of Bombay on the Commission.

In response, the Committee sent in to Government the names of Mr. H. W. Uloth, Superintendent, P. and O. S. N. Company, Mr. R. C. Lees, of Messrs. Turner, Morrison and Co., and Mr. Ranald Macdonald, of Messrs. Mackinnon, Mackenzie and Co. Government appointed Mr. Uloth to the Commission but the firms represented by the two other gentlemen having already had representatives appointed in Calcutta, Government desired that some other name should be submitted, and your Committee have accordingly sent in the name of Mr. J. A. Shepherd of the Bombay Steam Navigation Company.

The Commission having taken evidence in Calcutta, Rangoon and Madras, are expected to assemble in Bombay during the last week of January 1891.—(*Appendix* EE.)

PROPOSED ERECTION OF A LIGHT ON CAPE MONZE.

The Karachi Chamber of Commerce having brought to the notice of the Committee that the Government of India had it in contemplation to transfer the old light at Manora to the Government of Bengal, a representation was made by the Bombay Chamber to the Secretary to the Government of Bombay in the Marine Department, pointing out the objections entertained by those interested in the trade of Karachi to the proposed transfer. From the information which the Committee were able to obtain from commanders of vessels frequenting the port and others qualified to give an opinion, it appeared that the light could be utilized to very great advantage for the port of Karachi by erecting it on Cape Monze, where a light had long been wanted for the purpose of enabling ships to make Karachi harbour with greater certainty and safety. It therefore appeared to the Committee very undesirable for Government to incur the heavy expense of transferring the light to Bengal, and they expressed the hope that H. E. the Governor in Council would support the views of the mercantile communities of Bombay and Karachi in the matter by representing in the proper quarter the advantage to be obtained by utilizing the light for Cape Monze.

The Committee were informed by Government in May that their communication had been passed on with other similar representations to the Government of India, and in the following month news reached the Committee, through the Karachi Chamber, that orders had been issued for the transfer of the light to be held in abeyance; but Government have not yet expressed themselves on the suggestion of the Chamber respecting the erection of the light on Cape Monze.—(*Appendix* FF.)

STOWAGE OF NITRIC AND SULPHURIC ACIDS IN THE BUNKERS OR RESERVE HATCHES NEAR THE BOILERS OF VESSELS.

The present practice of stowing acids in the bunkers or reserve hatches near or against the boilers of steamers, attracted the attention of the Trustees of the Port in October last, with the result that the Agents of vessels were addressed on the subject, with the view to such dangerous stowage being discontinued in future. The Trustees pointed out that acids so stowed became heated and were rendered dangerous to handle, instancing a recent accident on board the "City of Dundee" in the Bombay Docks in which four men received serious injuries in handling cases of acids.

The Committee having also been addressed in the matter, communicated with the Chambers of Commerce of London, Liverpool, Glasgow, Cardiff and Hull, and solicited these bodies to use their influence with the owners of agents of vessels at the home ports, with a view to minimizing such accidents in future by avoiding the stowage of acids in hot parts of vessels.—(*Appendix* GG.)

CHARGE FOR WATER SUPPLIED TO THE SHIPPING AT THE DOCKS.

Messrs. Shepherd & Co., proprietors of the Bombay Steam Navigation Company, having taken exception to the excessive charge of 12 annas per ton levied by the Trustees of the Port for water supplied to vessels using the outer quay wall at the Prince's Dock, submitted a petition to H. E. the Governor in Council in June, praying for a reduction of the charge to 3 annas per ton—that being the amount paid by them to theMunicipality at the ModyBunder. The Chamber was at the same time requested to use its influence in bring-

ing about a reduction. But pending the consideration of the matter by the Port Trustees, the Committee refrained from taking action respecting the petition, and they subsequently learned through their representatives on the Trust that a reduction of something like 25 per cent. had been made in the charges; and this decision the Committee duly communicated to Messrs. Shepherd & Co.—(*Appendix* HH.)

PROPOSED CONSTRUCTION OF A CUSTOM HOUSE AT THE PRINCE'S AND VICTORIA DOCKS.

The proposal to construct a Custom House at the Prince's and Victoria Docks, which had been under the consideration of the Customs authorities for some time, came before the Chamber in October in the form of a reference from Mr. J. Monteath, C.S., Acting Collector of Land Revenue, Customs and Opium, Bombay. Mr. Monteath considered that the time had arrived when it would be convenient for the mercantile community to have all the procedure required by law for the entry inwards and outwards of vessels and for the import and export of goods carried out at the Docks instead of, as at present, in the Fort Custom House, but before addressing Government respecting the construction of a building at the Docks and the transfer of the entire import and export departments from the Fort to that part of the town he desired to be favored with the views of the Chamber on the subject.

The Committee having given the matter very careful consideration, and having obtained the views of members by circular, replied that, out of 52 firms engaged in the trade of the port, who had been consulted, 46 agreed with the Committee that it would cause considerable inconvenience and very often great delay if the Custom House were entirely removed from its pres-

ent position. They pointed out that customs manifests, passes and shipping documents, were generally made out in the merchants' offices in the Fort, and the staff occupied in preparing them and in passing them through the Custom House, were also often engaged in other office work, and if the proposed transfer were effected, a large number of firms would be obliged to keep special establishments at the Docks.

The Committee, however, thought that it would be a convenience if the duty levied on dutiable goods could be paid at the Docks instead of at the Fort Custom House, and they expressed a hope that the Collector might be able to see his way to making some such arrangement. But with this single alteration, it appeared to the great majority of the members of the Chamber that no other changes in the present arrangements were required ; and the Committee understand that the proposal to remove the entire Custom House from its present position has now been abandoned.—(*Appendix* II.)

PASS RULES UNDER THE SEA CUSTOMS ACT OF 1878.

These rules—a copy of which will be found in the appendix for the information of members of the Chamber —were brought into force on 1st November 1890. When submitted to the Chamber by Government your Committee, seeing nothing objectionable in them, offered no criticism.—(*Appendix* JJ.)

CLOSING OF THE TOWN BUNDER.

In consequence of the construction of a wet basin for the Defence Flotilla, it was decided by the local Government to temporarily close the Town Bunder from 8th December 1890, as a wharf for the landing and shipping of

goods; and arrangements were made by the Customs Authorities for all goods heretofore passing through that Bunder to be landed or shipped at the Carnac and Mody Bunders.—(*Appendix* KK.)

IMPORTATION OF ADULTERATED TURPENTINE INTO BOMBAY.

The Commissioner of Customs brought to the notice of the Chamber, in February last, that a large quantity of adulterated turpentine was being imported into Bombay which, he considered from the nature of the adulterants used as shown by analysis, should be treated as dangerous goods, and asking the opinion of the Chamber thereon. The Committee having made enquiries amongst those interested in the trade, found the statement of the Commissioner of Customs fully borne out, and they accordingly replied that they did not think an article adulterated in the manner described should be allowed to be imported either as "turpentine," or "genuine spirits of turpentine," and that all turpentine adulterated in the manner mentioned should be marked "petroleum turpentine" or "reduced turpentine," and special precautions enforced as to its dangerous character for storage in the same way as petroleum is dealt with. As a precautionary measure this opinion was forwarded to the Port Trustees and the Agent of the G. I. P. Railway Company for information.—(*Appendix* LL.)

BILL TO AMEND THE EXCISE ACT, 1881, AND THE BENGAL EXCISE ACT, 1878.

The object of this bill—which was submitted for the opinion of the Chamber by the Bombay Government in March—is to give power for the levy of excise duty on beer manufactured in Bengal and Northern India, on the same lines as the Bombay and Madras Excise Acts, the rate of

duty proposed by the Bill being that leviable under the Tariff Act, with power to reduce the rate, when necessary, to any lower amount.

The Committee having examined the proposed enactment, intimated to Government that they had no suggestions to offer regarding its provisions, which met with their entire approval.—(*Appendix* MM.)

SYSTEM OF STORM-WARNINGS AND IMPROVED METEOROLOGICAL INTELLIGENCE.

As the result of the support given by the Chamber to the system of storm-warnings and meteorological reports, the Meteorological Reporter to the Government of India has been able, with the assistance of the Bombay Port Trust, (who have now agreed to subscribe the same amount as the Chamber towards the cost of producing the daily chart, etc.,) to place the system on a permanent basis, and in addition to the previous sources of information, has been able to establish a number of additional observatories on the Kattiawar Coast, rendering the meteorological information now placed at the disposal of the mercantile community an enormous improvement on the system which previously prevailed; and combined as it is during a great portion of the year with bi-weekly weather and crop reports from up-country stations, is of the greatest value to all interested in the trade of the port.—(*Appendix* NN.)

WEATHER WORKING DAYS IN DOCK.

The arrangement made two years ago for keeping a record of the State of the Weather during the monsoon to enable the Committee to decide disputes regarding weather working days in the docks, has worked most

satisfactorily, the following decisions having been given by the Committee during the year :—

Dates.		Names of Parties.	Decision.
June	3	Owen & Okell.....	Working day.
Do.	4	Khimji Jewa & Co.....	Working day.
Do.	7	Ralli Brothers.....	Working day.
Do.	14	Do.	Non-working day.
Do.	16	Chagandas Dharsey & Co.....	Working day.
Do.	17	W. & A. Graham & Co.....	Working day.
Do.	18	Do.	Non-working day.
Do.	19	Do.	Non-working day.
Do.	20	Chagandas Dharsey & Co.....	Working day.
Do.	21	Master of s.s. "Staffa"	Working day.
Do.	23	Do.	Working day.
Do.	24	Do.	Working day.
Do.	25	Do.	Working day.
Do.	26	Do.	Working day.
Do.	30	Chagandas Dharsey & Co.....	Working day.
July	9	Soonderdas Dharamsey.....	Working day.
Do	11	Do.	Working day.
Do.	12	Do.	Working day.
September.	11	James Mackintosh & Co. ..... & Messrs. Chagandas Dharsey & Co.	Non-working day.

BOMBAY PORT TRUST BUDGET ESTIMATES.

The Committee have as usual carefully studied the annual budget estimates of the Port Trust, but in those for the current year have seen nothing calling for special criticism ; rates having apparently now been reduced to a level below which it would be dangerous to fix them unless under exceptionally favorable years of traffic.

A report respecting the new Graving Dock, which was finished in November, will be found in *Appendix* OO.

ELECTION OF TRUSTEES OF THE PORT OF BOMBAY.

The 11th and 12th March were fixed by the Committee of the Chamber for the purpose of balloting for three elective Trustees of the Port in place of the Hon'ble Sir

Frank Forbes Adam, Kt., C.I.E., Mr. S. D. Sassoon, and Mr. H. W. Uloth, whose term of office of two years under the Port Trust Act expired on 31st March 1890. The usual voting took place on the appointed days, and resulted in the election of Mr. R. S. Campbell (of Messrs. W. & A. Graham & Co.), and the re-election of Mr. S. D. Sassoon (of Messrs. D. Sassoon & Co.), and Mr. H. W. Uloth (Superintendent, P. & O. S. N. Co.).

Mr. M. C. Turner (of Messrs. Mackinnon, Mackenzie & Co.) and the Hon'ble Mr. A. F. Beaufort (of Messrs. Lyon & Co.), who were elected Trustees in March 1889, having proceeded to Europe in May on seven months' leave of absence, each, an election took place on 3rd and 4th June, and resulted in the appointment of Mr. L. R.W. Forrest (of Messrs. Killick, Nixon & Co.), to act in the place of Mr. Turner, and Mr. J. L. Symons (of Messrs. Finlay, Muir & Co.), to serve during the absence of Mr. Beaufort.

ALTERATION IN THE DAY OF DEPARTURE OF THE ENGLISH MAIL FROM BOMBAY.

At the period of your Committee assuming office, no decision had been arrived at by Her Majesty's Post-Master General regarding the day of departure of the English Mail steamer from Bombay, respecting which considerable discussion had taken place in the previous year. Ultimately, however, it was decided that Saturday at 2 p.m. should be the day and hour of departure from Bombay throughout the current year, and this change came into force with the last mail of September 1890.

From 1st January 1891, the rate of postage between England and India has been reduced to 2½*d.* per half ounce, and from India to England to 2½ annas.

THE ADVISABILITY OF GOVERNMENT OBTAINING CRITICISMS FROM PUBLIC BODIES REGARDING, AND IN ANTICIPATION OF, PROPOSED LEGISLATION.

The Bengal Chamber of Commerce having addressed a memorial to the Government of India, respecting the advisability of Government submitting projects of law for the criticism of public bodies at the earliest possible moment, the Committee of the Bombay Chamber communicated with Government in support of the representation.

PROPOSAL TO ESTABLISH IN INDIA BRANCHES OF THE BOILER INSURANCE AND STEAM POWER COMPANY OF MANCHESTER.

The Chief Engineer of the Boiler Insurance and Steam Power Company, Limited, Manchester, having submitted a proposal to the Bengal Chamber of Commerce for the establishment of the Company's system both in Calcutta and Bombay, the Committee were asked whether they would be in favor of such a movement. The Bengal Chamber were of the opinion that if such a branch could be established in this country, a reasonable claim might be made out to substitute its operations for the present more costly system of boiler inspection. The Committee, however, did not think that the matter was one which called for any special notice from the Bombay Chamber, those chiefly interested in the subject being owners and agents of mills, to whom—through the Bombay Millowners' Association—the contents of the Bengal Chamber's letter and accompanying circular were duly communicated.—(*Appendix* PP.)

HOLIDAYS FOR THE YEAR 1891.

The Committee appointed by Government to fix the holidays for the year 1891, under the Negotiable Instruments Act, met in the rooms of the Chamber in the usual way, and the list prepared by them having been submitted to, and approved by Government, was printed along with the holidays under Charter-parties and copies distributed among the members of the Chamber.

PROPOSED ADDITION TO THE LIST OF HOLIDAYS UNDER THE NEGOTIABLE INSTRUMENTS ACT OF 1881.

Under a reference from the Commissioner of the Central Division, dated 3rd November 1890, the Government of Bombay, in the Financial Department, solicited the opinion of the Chamber on a suggestion to largely increase the number of holidays notified under the Negotiable Instruments Act, so as to meet the case of native holidays in the various districts of the Presidency, which the Commissioner considered were not fully covered by the notification usually issued.

The Committee pointed out that they did not consider the requirements of the Presidency town should necessarily regulate the holidays in the districts, and they suggested that Collectors should be allowed to regulate the holidays in their respective districts in accordance with the needs of the population.

Adopting, to a certain extent, the recommendation of the Chamber, Government have since written to say that the Divisional Commissioners and the Commissioner in Sind had been instructed to submit, in future, as soon as possible after the publication in each year of the holidays under the

Negotiable Instruments Act for the presidency generally, a list of the important additional holidays, which they may consider it advisable to notify under the Act for each district in their respective divisions, after consultation with the managers of local branches of Banks where such existed.—(*Appendix* QQ.)

LIST OF UMPIRES ON PIECE-GOODS ARBITRATIONS.

The Committee have obtained from members the names of those gentlemen connected with their respective firms who are eligible as umpires in piece-goods arbitrations, and the revised list is printed for reference in connection with the arbitration rules.

ADDITION TO THE CHAMBER'S RULES FOR ARBITRATIONS.

The Committee have, at the request of certain members of the Chamber, added to the rules under which Committees of arbitration are at present appointed by the Chamber, to admit of disputes being arbitrated upon without the appointment of two Surveyors by the disputants in the first instance so long as both parties agree to accept the Chamber's decision as final. The following additional rule has accordingly been framed, and will be brought forward for confirmation at the annual general meeting :—

> In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall

be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

The piece-goods arbitration rules continue to work satisfactorily, and during the year 39 cases have been submitted to the Chamber for settlement by independent umpires appointed by the Committee.

Two special arbitrations only—other than piece-goods—have been submitted to the Chamber during the year for settlement, the more important of which had reference to the

RATE OF EXCHANGE FOR PAYMENT OF BALANCE OF FREIGHT ON COAL UNDER A CHARTER-PARTY.

This was a dispute between Messrs. Edward Bates & Co. and Messrs. W. & A. Graham & Co., the wording of the charter-party, which gave rise to the difference, being :—

> " The freight to be paid as follows :—" Two-thirds
> " advanced in cash free on signing Bills of Lading,
> " the remainder on right and true delivery, less
> " cost of coals short delivered, if any, *at the current*
> " *rate of exchange*, in cash."

Delivery of the cargo was completed at 8 p.m. on the 12th August, and Messrs. Edward Bates & Co. calculated the exchange at the rate ruling for demand bank drafts at the closing of the mail of the 8th August, in conformity with the resolution passed by the Chamber on 9th August 1876, namely :—

> " That the conversion into Indian currency of sterling
> " freight inward to Bombay, payable in Bombay,
> " shall, unless otherwise stipulated, be made at the

"rate for Bank Bills on London payable on "demand; and that the rate ruling at the close of a "Mail shall be the rate applicable to such purposes "during the subsequent week."

Messrs. W. & A. Graham & Co. contended that the clause in the charter-party stipulated that the balance of freight should be paid at the current rate of exchange on right and true delivery, which, in their opinion, meant the current rate of exchange when right and true delivery had been completed. The mode of payment having thus been defined in the charter-party, they held that the Chamber's resolution quoted above did not apply, and that the *current rate of exchange* in the case in dispute meant the rate ruling on the morning of the 13th August.

The Committee having perused the papers and correspondence submitted by the parties, and having given the matter their most careful consideration, decided that, under the resolution of the Chamber passed on 9th August 1876, the rate for the settlement of the freight in question should be at the rate for demand Bank Bills ruling on the preceding mail day, viz., 8th August 1890, and this decision was communicated to the parties concerned.

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

Many matters of commercial interest have, as in past years, been referred to the Committee of the Chamber during the period covered by the report, and the following opinions and decisions having been given on the more important cases submitted are recorded here for facility of reference :—

Transhipment of Measurement Cargoes arriving from Coast Ports.—On 23rd December 1889 Messrs. James Mack-

intosh & Co. addressed the Chamber on the subject of the large quantities of measurement cargo, principally cotton, which arrives in Bombay from Tuticorin and other Coast ports, and is transhipped on through Bill of Lading by Liners and outside steamers, the Agents of which had hitherto invariably accepted the Coast measurements. In the case, however, of an outside steamer, chartered through Messrs. James Mackintosh & Co., the owners of the vessel being dissatisfied with the quantity of cargo, of Coast measurement, carried, had the transhipped portion measured on arrival at Liverpool, with the result that an excess measurement of 10 per cent. was arrived at. Messrs. James Mackintosh & Co. suggested that a rule be passed by the Chamber to the effect that all cargo on through Bill of Lading be measured in Bombay before shipment in the on-carrying vessels.

The writers were informed that the Committee could not see their way to adopt the suggestion, their opinion being that the acceptance of through cargo was invariably a matter of special arrangement by which through measurements were accepted by the on-carrying vessel.

Acceptance of notice of steamer's readiness.—On the 4th January Messrs. Killick, Nixon & Co. asked for the Committee's opinion as to whether notice of a steamer's readiness must be accepted on a public and bank holiday which, however, was not a holiday under Charter-Parties, naming the 26th December 1889 as a case in point. The Committee decided that charterers must accept such notice on days that were not holidays under Charter-Parties.

On 11th January a similar enquiry was made by Messrs. Finlay, Muir and Co., the steamer in their case having completed discharge on the 1st January, and notice of readiness was given to the charterers on the 2nd. The Committee gave it as their opinion that the 2nd January having been both a holiday under Charter-Parties and a holiday under the Negotiable Instruments Act, charterers could not be compelled to accept notice of a steamer's readiness to load on that date.

Godown Delivery.—Replying to a reference from Messrs. Martin Cohen & Co., under date of 22nd January, as to the established rule concerning the term "godown delivery," in Piece-Goods Contracts, the Committee stated that all the points on which information was asked should be a matter of agreement between buyer and seller, and therefore specified in the contract.

Registration of Trade Marks in India.—In response to enquiries from Mr. D. K. Karandikar, dated 28th February, and Messrs. Ernsthausen & Co., dated 20th October, the Committee stated that there were no regulations in force in regard to the registration of Trade Marks in India; and that no such registration was necessary in this country. They, however, intimated that a scheme was before the Government of India for giving Imperial protection to patents, designs and trade marks in the United Kingdom, India and the Colonies, but that the matter was still under consideration.

Kerosine Oil lawful Merchandise.—On 7th March Messrs. Fazulbhoy Visram & Co. solicited the Committee's opinion as to whether kerosine oil, in cases, shipped as "deck cargo" would be accepted as lawful merchandise. The Committee held that a vessel could not be

compelled to accept kerosine oil as lawful merchandise, either above or below decks, and that as special precautions were taken to guard the storage of oil on shore, the shipment should be a matter of special agreement.

Non-working days.—In reply to references from Messrs. James Mackintosh & Co., the Bombay Freighters' Association, and Messrs. Turner, Morrison & Co., dated 25th and 27th March and 14th April, respectively, the Committee stated that Wednesday, 26th March 1890, having been declared a public holiday by Government, could not be counted as a working day under Charter-Parties.

Cancelling readiness to receive clause.—On 9th May the Committee informed Messrs. Finlay, Muir & Co., in reply to a reference from that firm, that, in their opinion, steamers chartered with the "cancelling readiness to receive clause" must arrive in Bombay, and give notice of arrival in time to admit of the steamer being entered outwards within usual Custom House hours.

Contracts for the supply of Bar Iron.—In reply to an enquiry from the Madras Chamber of Commerce, dated 18th October, as to whether in Bombay contracts for the supply of bar-iron it was held to be necessary that every bar should be branded (with the exception of small bars or bundles) or only a portion of such bars, the Committee stated that no such stipulation was made in Bombay contracts for the supply of ordinary bar iron, but that in the case of superior bar-iron—say Swedish and Belgian No. 2—each bar had to be branded, and provision was sometimes made in contracts for these special brands.

IMPERIAL YARD MEASURE.

For purposes of reference the Committee of the Chamber have obtained from the Mathematical and Instrument Office, Survey of India, Calcutta, a copy of the Imperial Yard Measure, which is always available to members in the rooms of the Chamber.

MEASUREMENT FEES.

Representations having been made to the Committee by firms shipping colored yarn from Bombay as to the rate of measurement fees charged on same as compared with grey yarn, the Committee decided to place colored and grey yarns on the same basis, and accordingly issued a notice to members to that effect. They also availed themselves of the opportunity to notify to the public the regulations in force under the measurement department of the Chamber, a record of which will be found in *Appendix* RR.

REUTER'S COMMERCIAL TELEGRAMS.

At the request of several members of the Chamber, the Committee addressed the Manager here of Reuter's Telegram Company, Limited, suggesting that the Company should arrange to give in their Daily New York telegram the quotation for bar silver, as also the rate of exchange in New York on London on "demand." These suggestions Reuter's Company have courteously accepted, and their subscribers are now daily advised of the movements of silver, both in New York and London.

THROUGH BOOKING OF GOODS BETWEEN BOMBAY AND PLACES ON THE SOUTHERN MAHRATTA RAILWAY.

The Traffic Manager of the Southern Mahratta Railway Company having brought to the notice of several members

of the Chamber, in November last, the possibility of a much larger business in piece-goods being done with towns situated on his line of railway, the Committee considered it advisable to have his communication printed in English and Guzerati and circulated both to members of the Chamber and native dealers likely to be interested in the information.—(*Appendix* SS.)

ELECTION OF H. E. LORD REAY AS AN HONORARY MEMBER OF THE CHAMBER.

On the departure of Lord Reay from Bombay at the termination of his five years' term as Governor of the Presidency, your Committee, being desirous of marking in a special manner their appreciation of the great courtesy and attention which His Lordship had always extended to the representations of the Chamber; and also as signifying the appreciation which the Chamber had of the great interest which His Lordship had taken in all commercial matters, consulted the members of the Chamber as to the desirability of tendering to Lord Reay the honorary membership of the Bombay Chamber of Commerce. The suggestion having met with the unanimous approval of all the members of the Chamber was accordingly carried into effect, and the Committee have much pleasure in recording the courteous reception with which Lord Reay was pleased to accept the nomination.

Before His Lordship's departure from India he was good enough to favor the Chamber with a copy of his minutes, as Governor of Bombay, on the Nira Canal and Sind irrigation. As these minutes afford a valuable record of the character of the irrigation works constructed in Sind, the Committee have ordered them to be printed in the appendix to this report.—(*Appendix* TT.)

DEPARTURE OF SIR FRANK FORBES ADAM, Kt., C.I.E.

In accordance with the resolution proposed at the last General Meeting of the Chamber, on 15th January 1890, the Committee, in recognition of the special services rendered by Sir Frank Forbes Adam, Kt., C.I.E., to the Chamber during the six consecutive years he was Chairman, presented him with specially bound copies of the reports of the Chamber since its inauguration, and arranged with Sir Frank to have his portrait painted by a leading London artist and kept in the Chamber's rooms. The commission has accordingly been entrusted to Mr. Shannon, and the painting may be expected in February or March 1891.

As a further mark of the respect and esteem in which Sir Frank was held by the members of the Chamber, they entertained him at a dinner at the Town Hall, on 15th March 1890, at which 220 sat down under the presidency of the Hon'ble Mr. A. F. Beaufort, Chairman of the Chamber. H. E. Lord Reay, Governor of Bombay, proposed the toast of the evening, and in doing so paid a high tribute to the services which Sir Frank, as Chairman of the Chamber and the accredited representative of the mercantile community, had rendered to Government.—(*Appendix* **UU.**)

CHANGES IN THE COMMITTEE.

The Hon'ble Mr. A. F. Beaufort, who was elected Chairman of the Chamber for the year, having resigned office on proceeding to Europe in May, an election took place for a new Chairman for the remainder of the term of office, and resulted in the appointment of Mr. L. R. W. Forrest, the Deputy Chairman. The Committee subsequently filled up the appointment of Deputy Chairman, on 18th June, by

appointing Mr. J. L. Symons to the office ; the vacancy on the Committee, thus created, being offered to, and accepted by, Mr. P. B. Savile.

Major W. S. S. Bisset, R.E., C.I.E., retired from the Committee in April on leaving for England, and his place was taken by Mr. G. A. Barnett, C.I.E. ; Mr. J. Tintner also vacated his seat on 31st May, and was replaced by Mr. A. Pallis.

LEPER ASYLUM IN BOMBAY.

An appeal having been made to the members of the Chamber by the Municipal Commissioner for subscriptions in aid of a Leper Home or Asylum to be established in Bombay, the Committee circulated the papers to the members with the result that the following subscriptions were given in support of the proposed home :—

The Chartered Mercantile Bank of India, London and China	Rs.	500
The Chartered Bank of India, Australia and China	„	200
Messrs. W. A. Graham & Co.	„	200
„ Benn Ashley & Co.	„	200
„ Ralli Brothers	„	200
„ Lyon & Co.	„	200
„ Greaves, Cotton & Co.	„	200
„ Richardson & Cruddas	„	200
„ Mackinnon, Mackenzie & Co.	„	200
„ Killick, Nixon & Co.	„	150
„ Finlay, Muir & Co.	„	150
„ Tod, Durant & Co.	„	100
Total		2,500

—*Appendix* VV.

STATISTICAL STATEMENTS.

A list of the quotations of exchange, freight, prices of principal articles of import and export compiled from the quotations issued weekly by the Committee during the year 1889, and also statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the same period, will be found in *Appendix* **WW**.

JOINT STOCK COMPANIES.

Subjoined is a list of the Companies which have been registered during the year 1890 :—

NAMES.	Nominal amount of Capital.
	Rs.
The Gadag Mahaluxmee Pressing and Ginning Company, Limited	1,25,000
„ Poona Camp Education Society	No Capital.
„ Bombay Freights Association, Limited	50,000
„ Native Industrious Association, Limited	10,000
„ Imperial Indo-European Agency Company, Limited.	1,00,000
„ Hyderabad (Sind), Education Society	No Capital.
„ Penker Cotton Manufacturing Company, Limited	65,000
„ Marathi Vidyotejak Mandli Wai	No Capital.
„ British Empire Manufacturing Company, Limited	5,00,000
„ Broach City Press Company, Limited	60,000
„ Bombay Hay Pressing and Supply Company, Limited	1,00,000
„ Viramgam Kheti Ootejak Company, Limited	10,000
„ Bombay and Akola Manufacturing Company, Limited	1,00,000
„ New Dhollera Cotton Pressing and Ginning Company, Limited	1,00,000
„ Napier Foundry, Limited	1,50,000
„ Deccan Bank, Limited	2,50,000
„ Laxmee Trading and Manufacturing Company Limited	50,000

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending.	No. of Bales and packages Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873 ...	1,086,577	16,995	15,291	1,704	
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,020	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,033	20,017	15,916	..
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,618	21,304	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last thirteen years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1890.

Dr. **Cr.**

		Amount.				Amount.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
To				By balance on 31st December 1889	..	68,990 10 10
Rent ..... Rs.	3,120 0 0			Subscriptions	12,285 0 0	
Less amount charged to Millowners' Association „	720 0 0	2,400 0 0		Publications	14,637 2 2	
Printing—				Measurement Fee Account—		
Miscellaneous Papers .... Rs.	612 8 0			Measurement Fee Receipts.. Rs.	45,572 13 10	
Annual Report for 1890 .... „	2,202 8 0	2,815 0 0		Less salaries to measurers, calliper men, &c. ..... „	23,171 6 1	
Advertisements		269 5 9			22,701 7 9	
Newspapers and Books		991 2 2		Interest on Fixed Deposits and on Government paper.	2,994 12 8	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		13,541 14 2		Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	327 3 11	
Telegrams, Stationery, and cost of Crop and Weather reports		2,615 10 0		Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, & other Statistics & Stationery. Rs.	7,985 8 0			Balance of receipts over expenditure on Arbitration Fees	206 0 0	
Printing do. „	12,930 8 0	20,915 11 0				54,345 10 6
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,083 0 0				
Auditor's Fee for the year ending 31st December 1890		100 0 0				
Telephone Company from 1st March 1890 to 28th February 1891		200 0 0				
Law charges		54 0 0				
Portrait of Sir Frank Forbes Adam, Kt., C.I.E... £420 @ 1s. 7½d. Ex.		5,136 4 10				
			50,124 15 11			

Funds of the Chamber as under:—							
Fixed Deposit Receipts of the Agra Bank, Ld. bearing interest at 5 per cent. per annum	30,000	0	0				
Do. of the New Oriental Bank Corporation, Ld., at 5 per cent. per annum	26,000	0	0				
Do. of the Chartered Bank of India, Australia and China, at 5 per cent. per annum	10,000	0	0				
Cost of 4 per cent. Government Paper for Rs. 5,000	4,692	12	0				
Bank of Bombay Current Deposit account	178	12	5				
Cash in hand	125	0	0				
Bills for subscriptions, publications, &c., for December 1890 not recovered	2,214	13	0				
				73,211	5	5	
Total Rs.				1,23,336	5	4	
Total Rs.							1,23,336 5 4

Examined and found correct.

N. S. SYMONS,
Auditor.

Bombay, 22nd January 1891.

APPENDIX B.

RAILWAY EXTENSION.

THE GODHRA-RUTLAM RAILWAY.

BOMBAY CHAMBER OF COMMERCE, 19*th May* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Railways), Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to respectfully represent to Government the strong feeling which prevails in mercantile circles here as to the desirability of early sanction being given to the necessary expenditure for the construction of the Godhra-Rutlam Railway.

2. When the line was sanctioned by Her Majesty's Secretary of State for India in August last, this Chamber, following the policy which it has studiously observed during the past six years, refrained from pressing the question of immediate construction on the attention of Government until such time as the finances of the country should admit of the requisite funds for the undertaking being provided without interfering disadvantageously with the prosecution of other railways, projected or under construction, which Government might deem of more pressing imperial importance.

3. The marked improvement which has taken place, however, not only in the present position but the future outlook of the finances of the country—as a consequence of the rise in Exchange and the altered aspect of the Silver question—warrants, my Committee consider, a new departure being taken in regard to the financing and promotion of railway extension throughout India.

4. While the price of silver was evidently committed to a downward movement of which it was impossible to see the end, and the author of each succeeding budget had to make provision for a yearly increasing loss by exchange, it was clearly the duty of prudent financiers to limit the extent of their commitments in gold to the smallest possible compass, and the policy of Government in so doing has had the consistent support of this Chamber. But in the opinion of the Committee, the time has now arrived

when, without advocating a reversal of that prudent policy, they would support increased elasticity being imparted to expenditure on railways, and, where necessary, funds being provided for the cost of lines giving reliable promise of profitable working, by borrowing in sterling in the London market.

5. The Godhra-Rutlam Railway is clearly one of these lines, carefully revised estimates showing that it would probably yield a margin of profit over the rate of interest incurred on the capital outlay during the first year of working, with an assured prospect of a rapidly developing revenue in each succeeding year. Any delay in prosecuting the undertaking, therefore, becomes a means of postponing the advent of an important addition to the revenues of the country, and on that ground alone my Committee consider the plea of urgency well established. But quite as important a feature of the line, in the estimation of the commercial community on this side of India, is the relief which it will afford to the traffic on the Ahmedabad-Ajmere section of the Rajputana-Malwa Railway, which at no distant date promises to exceed the utmost carrying capacity of that system, and this Chamber is additionally anxious, therefore, that another working season should not be allowed to pass without the requisite surveys and preliminaries of construction being vigorously taken in hand. For this purpose the Committee understand a sum of Rs. 10,000 would require to be provided not later than October next, and immediately thereafter, to admit of a prompt commencement being made with the works on the Godhra-Dohad section, a further sum of eight lakhs. The Committee of the Chamber earnestly hope that His Excellency the Governor-General in Council will be pleased to sanction the timely apportionment of these amounts, feeling as they do, that now the line has been definitely agreed upon, the truest economy and the commercial interests of the country will be best served by the most rapid construction possible, consistent with good work and ultimate efficiency.

6. While on the subject of railway extension, the Committee of the Chamber would also take the liberty of respectfully bringing to the notice of His Excellency the Governor-General in Council the claims which feeder lines have to the consideration and encouragement of Government. The Committee do not bring the question forward with a view to advocating the adoption of any one line or

scheme, but they feel very strongly that greater facilities should be available for fostering the construction of feeder lines, either under the auspices of the existing guaranteed systems or private enterprise.

7. Representations have recently been made to this Chamber which, if correct, go to show that a Company which was started here some time ago for the purpose of constructing short feeder and branch lines with their own capital, have not only failed to receive the encouragement to which their objects entitle them, but have met with unnecessary delay in getting their schemes definitely discussed. My Committee quite apprehend that there may be, and doubtless is, good ground for such delay under the existing arrangements for dealing with proposals of the kind the Company has submitted, but it appears to this Chamber that a question of so much practical importance to the development and welfare of the trade of the country should be placed on a different basis by Government formulating and making widely known the conditions on which feeder railways would receive sanction and support.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

No. 476 R. C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

SIMLA, 31*st May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 19th May 1890, representing the desirability of early sanction being accorded to the necessary expenditure for the construction of the proposed Godhra-Rutlam Railway.

2. In reply, I am to inform you that the Government of India has already approved of the re-survey of portions of this line and has called for an estimate of the probable cost of carrying out the necessary work.

3. As regards funds for commencing the construction of the line next cold weather, I am to say that the request of the Bombay Chamber of Commerce will be borne in mind, and favourably considered if funds are available in October or November 1890.—I have, &c.,

M. C. BRACKENBURY, Major, R.E.,
Under-Secretary.

BOMBAY CHAMBER OF COMMERCE, 10*th September* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Railways), Simla.

SIR,—Under date of 19th May last, this Chamber had the honor of representing to Government the desirability of early sanction being accorded to the necessary expenditure for the construction of the Godra-Rutlam Railway, and in their reply to that communication, No. 476 R. C. of 31st May, the Government of India were good enough to say that the representations of the Chamber would be borne in mind and favorably considered if funds were available in October or November of this year.

2. I am now directed to respectfully remind Government of this promise, and to express the hope that the requisite funds will be made available at an early date, so as to permit of the preliminary surveys and the work of construction being undertaken at the close of the rains.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 12474 OF 1890.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY.

AGENT'S OFFICE,
BOMBAY, 24*th October* 1890.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have much pleasure in forwarding, for your information, a copy of a telegram received on the 18th October 1890 from the Consulting Engineer for Railways, conveying the sanction of Government to a grant of six lakhs plus any savings in addition that may accrue from the Rajputana-Malwa Railway budget grant, for the commencement of construction work on the Godhra-Rutlam Railway during the current official year.

I would take this opportunity of thanking the Chamber for the cordial support they have always afforded to this project, and for their assistance in bringing this matter to so satisfactory an issue.—Yours faithfully,

J. M. SLEATER, Acting Agent.

Copy of telegram No. $\frac{A}{187}$, dated 18th October 1890, from the SECRETARY to the GOVERNMENT of INDIA, P. W. D., to the SECRETARY to the GOVERNMENT of BOMBAY, P. W. D. (Railway).

"Grant six lakhs Godra-Rutlam Railway current year sanctioned; any savings on grant R. M. Railway for current financial year may be utilized in addition; letter follows.

REPORT OF THE CEREMONY OF CUTTING THE FIRST SOD OF THE GODHRA-RUTLAM RAILWAY, AT GODHRA, ON 3RD JANUARY 1891.

H. E. Lord Harris, in addressing those present, said :—

Colonel Bisset, Ladies and Gentlemen,—I need hardly say that it is personally a matter of sincere congratulation to myself that I should have been able to take part in my official capacity in this most interesting ceremony, and at the same time to be able to congratulate those who have used all their endeavours during the heat and burden of the day in securing sanction to the extension of this line, and also those who, in their official capacity, and owing to their interest in commerce, have also exerted themselves for the achievement of this end, that their efforts have at last been met with success. I think I may very reasonably say in your case, gentlemen, in the case both of merchants and of those interested in railways officially, and also on the part of this Government, that hope deferred has not made your hearts sick. (Applause.) You have never ceased from pressing upon the attention of the Government of India, and through them on the Secretary of State, the necessity, from your point of view, of completing this junction between Godha and Rutlam; and it would have been reasonable, I think, if, owing to your importunities not meeting with success, you had given up all hope, because I believe I am absolutely within the fact when I say that the first survey of this line was made something like thirty-seven years ago. At any rate, the line has now been begun, and therefore, whatever may have been the policy which frustrated the extension of this line to Rutlam, I do not think there is any necessity for us to quarrel now with that policy or with those who pursued it. We can, at any rate, be grateful that the policy has evaporated, and that the line is commenced. (Hear, hear, and applause.) I have no doubt that many here who have been fighting for it for some years thought it was quite unnecessary this delay should have taken place; but we must always acknowledge that there are two sides to every question, and it is at least charitable, if nothing else, to suppose there was some reason or other, although we might not be able to see it, why the line should not have been made before. I have mentioned three distinct bodies interested in the carrying out of the work. There is undoubtedly the railway interest, and I think that they have shown good cause, in the papers that have been before me, why the work should be carried out, because they fear that the pressure of traffic thrown upon the existing line from the north, Ajmir and Ahmedabad, would be too much for it, and they were afraid of a breakdown of the communication there. On the other hand, my friend Mr. Forrest, who is here, and his colleagues of the Chamber of Commerce, can point with satisfaction to the fact that they have never ceased for

some years to urge upon the Bombay Government the necessity of carrying out this line, and I am sure this neighbourhood, and all those parts of India which will benefit from its construction, have every reason to be grateful to the Chamber of Commerce for the determination with which they have pressed their views. (Applause.) But while we have every reason to remember friends who are present, I am certain there is no one here who will not wish also to bear in mind friends who are absent; and I have the pleasure, as it is my duty to remind you, that there was nobody who was a greater friend to the extension of this line than my predecessor, Lord Reay—(applause)—who upon a recent occasion, in addressing the Chamber of Commerce, made use of this expression: "All the representations the Chamber has made on behalf of the Godhra-Rutlam line have always been heartily supported by Government, but I regret that at present we are just as far advanced with that project as we were four years ago." That shows that so long as he had the opportunity to officially press his views upon the Government of India and Bombay Government he did so. I myself have had very little to do with it; the only thing I could do was to press upon the Government of India that as they had sanctioned the line they should find as much money as could be spent this year. (Applause.) I may now congratulate all present on having been unanimous in their opinion, and having shown that opinion was correct, by being eventually successful. I need not detain you with the history of the process by which you attained what you wanted; it will be sufficient to echo your wishes that the line may be all that Colonel Bisset hopes; that it will be a mercantile success; that it may also be a very great advantage to the vast salt undertaking at Karagora; that it may also assist many poor cultivators in bringing in their grain to a nearer market—in fact, we wish the line all the success it can possibly enjoy. In conclusion, I can only say that it has given Lady Harris and myself extreme pleasure to visit this town, which, as we have heard from the lips of its Corporation, has already benefited by the extension of the line from Anand to Godhra, and anticipates a further advantage from this extension to Rutlam, which, we trust, will be fully realised. As I have always said, it has given us great pleasure to take part in this ceremony to-day, and I trust we may not be considered grasping when I express the hope that during my term of office this may not be the last occasion upon which I may have the opportunity of inaugurating a still further extension of the railway system in the Presidency of Bombay. (Loud applause.)

APPENDIX C.

FEEDER LINES OF RAILWAY.

No. 2387 OF 1890.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 20*th October* 1890.

Letter from the Chief Engineer, Northern Division, No. 2168, dated 1st May 1890, to the Secretary to Government, Public Works Department, Bombay :—

"I have been informed, and I believe the information can be verified by a reference to the Railway Department, that the Board of Directors of the B. B. & C. I. Railway Company are prepared, with the sanction of Government, to encourage the construction of approved branch lines in suitable positions by working them (when no break of gauge is involved) on a payment calculated at the same ratio of their gross receipts as for the time being prevails on the portion of the entire system worked by the Company on the corresponding gauge, and in this charge it is proposed to include rolling-stock.

"2. The figures for the past three years as gathered from the railway reports are shown in margin, and it appears that the average for the broad gauge may be taken at 43 per cent. and for the metre gauge 48 per cent. I believe I am right in saying that the tendeney of working charges on the lines under consideration is to become lower rather than higher; and over a long period it would not, I consider, be unreasonable to adopt 40 per cent. for the broad and 45 per cent. for the metre gauge.

Year.	Gross Earnings.	Gross Expenditure.	Percentage of Expenditure to Earnings.
	B. B. & C. I. RAILWAY.		
	Rs.	Rs.	
1887...	1,21,64,856	50,96 041	41·89
1888...	1,27,38.933	56.19.575	44·11
1889...	1,32,34 371	56 17 117	42·44
	R.-M. RAILWAY.		
1887..	1,65 28,203	84.02.731	50·84
1888 .	1,86 14 714	89.82,987	48·25
1889..	1,99,30 005	91,32,787	45·82

"3. The cost of construction in favourable localities may be taken at Rs. 40,000 to Rs. 50,000 per mile for the broad, and Rs. 30,000 or Rs. 35,000 per mile for the metre gauge. Assuming Rs. 45,000 in one case and Rs. 32,000 in the other, and applying the percentage rates of 40 to the former and 45 to the latter, it would require a total traffic of Rs. 3,000 per mile per annum to meet working charges and to pay 4 per cent. interest on capital in the case of a broad gauge line, and Rs. 2,330 per mile in the case of a railway on the metre gauge.

"4. Assuming that one-half of this would be from passenger traffic at an average rate of 3 pies per mile, the number required for a broad gauge line would be 96,000 per annum or an average of about 265 daily, while the other moiety, if earned on goods paying an average (including terminals) of 12 pies per ton per mile, would

require 24,000 tons per annum or an average of 66 tons daily. For the metre gauge the figures would be about 200 passengers and 50 tons of goods daily.

"5. The rates I have allowed may be slightly above the current charges, but the conditions of branch lines may in many cases justify somewhat higher rates than those on the trunk system with which they connect, and if a branch railway reduces the cost of transport from a cartage rate which may be taken at 3 to 4 annas per ton per mile to about one-third of that rate, it should, I contend, be a sufficient reduction, and it should not be essential to adopt rates still lower, merely because these lower terms happen to be suited to the conditions of the main lines, the circumstances of which are different.

"6. It seems to me that the proposed concession is very valuable in the interest of feeder lines and also for the trunk systems concerned; for if the feeders really feed (and no others would be selected), they not only deserve credit for the earnings of their own mileage, but also a share of the profits on the traffic they add to the parent lines. The Railway Company in their proposal give practical effect to this view and show a wise and politic liberality, and I would suggest that Government should take up the matter in order to utilize the offer wherever and whenever suitable opportunities occur.

"7. So far as I know, very little has yet been done in this Presidency towards Provincial aid to railways by means of grants or guarantees, but important improvements to communications are acknowledged to possess just claims for Provincial aid, and it seems to me that such claims do not lose in strength, because the improvements are to be effected by means of railways instead of roads.

"8. In some districts roads are cheap to make and maintain, but in the the Province of Gujarat, situated in this division, and through which the B. B. & C. I. Railway passes, the absence of stone for metal makes road-making and maintaining very expensive. Roughly speaking, a good bridged and metalled road costs at least Rs. 10,000 per mile, and the maintenance cost is not less than Rs. 400 for a moderately heavy traffic amounting to, say, 20,000 tons per annum. The interest on construction would at 4 per cent. be Rs. 400 per mile per annum, and half the cost of maintenance (allowing the other half to be met by tolls) would increase this to at least Rs. 600 per mile per annum, which would, I think, be a low figure for the total financial responsibility for each mile of first class road.

"9. Approximately, however, we may take Rs. 600 for a mile, while a mile of railway on the broad gauge would cost (allowing 4 per cent. on capital) Rs. 1,800 and on the metre gauge Rs. 1,280. But in the former case the amount (Rs. 600) is the absolute cost, while for the railways there is a very valuable set-off equal in the case of the broad gauge to 60 per cent. and for the metre gauge 55 per cent. of the gross traffic receipts.

"10. It would pay Provincial funds to make railways rather than roads, if the traffic amounted to 66 per cent. of that shown (in paragraph 4) for broad gauge or 50 per cent. for metre gauge lines, for this quantity of traffic would be sufficient to make a railway a less unprofitable investment than a road at Rs. 600. But I would not, for one moment,

suggest that unprofitable lines should be undertaken, and the interests of the Railway Company should be looked on as identical with the interests of Government, and no branch should, I consider, be undertaken, unless it is thoroughly sound and has a reasonable prospect of financial success.

"11. It appears to me that the first step is to endeavour to ascertain the present traffic on the main feeder lines, and I would recommend for consideration the following routes :—

1. From Ahmedabad to Parantij, already under consideration.
2. From Ahmedabad to Dholka, &c. This also is already under consideration as a part of a line to Dholera.
3. From Nadiad to Kapadvanj.
4. From Dakor to Kapadvanj.
5. Broach to Jambusar.
6. Surat *viâ* Bardoli to Songhad in Baroda territory, now under consideration.
7. A line from Bilimora or Bulsar towards the Dang and Peint jungles.

"12. There are probably other lines, and I would suggest a reference to the Collectors and Executive Engineers of each of the districts noted in margin, with a view to well considered proposals for feeder branches. What we want is routes capable of eventually supplying a minimum traffic of 250 passengers daily and 24,000 tons of goods per annum for a broad gauge, and 200 passengers and 18,000 tons of goods for a metre gauge line. It does not follow that this traffic should be at present carried on the existing feeder roads concerned, for a railway will of itself do much to increase traffic ; but I am inclined to think that it is desirable to start with at least ⅔rds of the total required.

Ahmedabad.
Kaira.
Surat.
Broach.
Tanna.

"13. The establishment for statistics on each road (allowing two registering stations) would amount to about Rs. 800 to Rs. 1,000 per annum, and if we have to deal with ten feeder roads, the cost would be, say, Rs. 8,000 to Rs. 10,000 for the Northern Division, and I would suggest that authority for establishing these traffic registering stations should be accorded, and that particulars may be obtained from October next, the beginning of the traffic season. Some information will be available at once and should be utilized.

"14. It is probable that Local Boards may in the richer districts be disposed to aid in providing funds for these branch lines, by means of guarantees. Capital would, I anticipate, be forthcoming at 4, or even 3½ per cent., with a share of surplus profits, and the guarantee for the interest might be given by Provincial Funds aided in some cases by Local Boards, the guarantors dividing profits according to the extent of their shares in the guarantee.

"15. For a total of 100 miles, ⅔rds on the broad and ⅓rd on the narrow gauge, the total capital would be about 41 lakhs of rupees, involving a guarantee of Rs. 1,64,000 per annum. It is probable that with well selected lines the whole of the guarantee would be more than covered by the receipts, and even under the most unfavourable circumstances the call on the guarantors could not be

large, and might be met all or in part by Provincial and Local funds from savings on road expenditure consequent on the branch railways.

"16. It seems to me that the Government of India might be asked to encourage lines of this class. Under the Bombay revenue system, the Imperial Government is the chief landlord, and, as such, reaps the larger share of the benefits of all improvements of the kind under discussion, and, consequently is to a considerable extent interested in fostering such improvements. The aid might be given by providing the money required on liberal terms, subject to the guarantee of the Provincial and Local funds, or a share in the guarantee might be taken by the Imperial Government.

"17. I have the honour to solicit the consideration of Government of this matter, which I deem of considerable importance to the Northern Division. The offer of the Railway Company I look on as very valuable, and, I think, we should take steps to obtain information which will enable Government to deal with the subject and to take full advantage of the proposed terms, should the result of traffic statistics show that any branch lines can be safely undertaken."

Letter from the Commissioner, Northern Division, No. 1470, dated 5th May 1890, to the Secretary to Government, Public Works Department, Bombay :—

"I have the honour to inform you that the Honourable Mr. T. D. Little has sent me a copy of his letter No. 2168 of the 1st instant, to your address, with a request that I will submit my views on the question to Government. I can only say that I entirely concur with the Honourable Mr. Little. The experience gained from the little Morvi Railway shows what great possibilities of traffic exist even in an unpromising country. Mr. Little's proposals relate to a province, one of the richest and most prosperous in India, where the bulk of the people live in a scale of comfort, which can scarcely be equalled in any other province. The construction and maintenance of roads in Gujarat is, as I have personally every reason to know, very expensive and disappointing, owing to the want of proper materials; and feeder lines will not only relieve District Boards from heavy road charges which in somes case are scarcely warranted by the benefits realized, but besides developing trade, they will add greatly to the value of the land, and ultimately to the land revenue. The construction of the Viramgam-Mehsana line has justified the Survey Department in grouping villages, which would ordinarily have been in the third class, in the first class. If the same rule is applied to the rich tracts that will be traversed by the railways which Mr. Little proposes, the increased revenue will be very considerable.

"2. Mr. Little suggests that traffic statistics should be taken on certain roads that he mentions. I have already, when Collector of Ahmedabad, arranged for this being done on the Ahmedabad-Dholera road; the line between these places is now being actually surveyed, and is likely to be taken up by a private company. The local Board of Ahmedabad is already gauging the traffic between Ahmedabad and Parantij, but this was commenced late in the season, and a few more months' figures will be required. In regard to the rest, the District Boards, who will profit as much as Government or the public by the construction of the roads, ought I think, to assist, and I feel every

confidence that if the Government will hold out hopes, in the event of the statistics proving satisfactory, that they will lend their cordial support to schemes for the construction of railways, the Boards will collect the statistics in the first instance. Government are aware that current year's budgets cannot now be altered; but I think that, in view of the magnitude of the interests involved, the Boards will be willing to make re-appropriations for the end in view. I shall be happy to address them, if Government desire. In case any do not see their way to bearing the whole cost, the matter can be represented to Government and possibly Government might assist.

"3. I am unable at present to suggest any lines in addition to those specified by Mr. Little, but Collectors, if referred to, will possibly be able to mention one or two more. Mr. Little's own knowledge of Gujarat, however, is so great, that I cannot be certain on the point. Possibly a line to Olpad and one from Radhanpur to Patri at Jhund would be found feasible. But the registration of traffic is an essential preliminary. In this matter the Bombay Presidency is unfortunately very backward. The inland trade statistics of the North-West Provinces have been carefully calculated under a system inaugurated by Sir John Strachey for the last 15 years.

"4. I earnestly trust, therefore, that the Honourable Mr. Little's letter will receive the favourable consideration of Government."

Memorandum from the Secretary to Government, Public Works Department, Bombay, No. N.—18, dated 20th June 1890.

Transfers the above for disposal.

From the Consulting Engineer for Railways, dated 24th September 1890.

Offers his observations on the above papers.

RESOLUTION.—The above letters urge the construction of Feeder Railways in Gujarat: the arguments adduced are—that the province is rich and prosperous; that for want of proper material cart roads are expensive both to construct and to maintain: and that the construction of Railway feeders in judiciously selected localities will relieve District Boards from heavy road charges, develop trade, and increase the value of land and the revenues of the province.

2. Mr. Little states that a good bridged and metalled road would entail a yearly net cost for construction and maintenance of Rs. 600 per mile, and he calculates that it would be profitable to make a broad gauge railway in preference to a road if its gross earnings should amount to Rs. 2,000 per mile per annum, which represents, according to his calculations, the conveyance of 64,000 passengers and 16,000 tons of goods per annum, or about 175 passengers and 44 tons of goods daily, and that, if made on the metre gauge, such a railway should carry 100 passengers and 25 tons of goods daily.

3. To cover all loss, that is to meet the charges of the working line and yield 4 per cent. upon the Capital expenditure, Mr. Little estimates that a broad gauge line must earn Rs. 3,000 per mile per annum, and carry 265 passengers and 66 tons daily; and that a metre guage railway must earn Rs. 2,330 per mile per annum, and carry 200 passengers and 50 tons daily—a traffic which might reasonably be expected in Gujarat.

4. These calculations are based on the following assumptions :—

(*a.*) That the working charges would amount to 40 per cent. in the case of a broad gauge, and 45 per cent. in the case of a metre gauge, railway of the gross earnings of the line.

(*b.*) That the whole Capital cost would not exceed Rs. 45,000 per mile for broad gauge and Rs. 32,000 per mile for metre gauge railways

(*c.*) That passenger earnings bear to goods earnings the ratio of 1 to 1.

(*d.*) That the average rate of passenger fares would be 3 pies per mile.

(*e.*) That the average receipts for goods would be 12 pies per ton per mile.

The Consulting Engineer considers that all these assumptions require some modification, and that, taking them in order,—

(*a.*) It would be wiser to take 42 for the broad gauge and 46 for the metre gauge lines as percentages of working expenses to gross earnings. The actuals upon the broad and metre gauge sections of the Bombay, Baroda and Central India Railway, which would be on the working line, are tabulated below :—

Percentage of total working expenses upon total earnings.

Year.	B. B. and C. I. Railway.		Rajputana-Malwa Railway.	
	1st half.	2nd half.	1st half.	2nd half.
1885	40·37	46·73	50·58	53·05
1886	36·91	47·01	45·33	56·05
1887	37·13	51·31	46·33	56·87
1888	39·54	51·80	44·90	52·39
1889	38·01	50·32	43·06	49·62

and it is not safe to assume that they will fall much below these figures.

(*b.*) The lowest figures which should be taken as representing capital cost on Railways in Gujarat are—

For broad gauge, per mile ..... Rs. 50,000
,, metre ,, ,, ... ,, 34,000

The Wadhwan Extension (broad gauge), which passes through an easy country, much like Gujarat, has cost Rs. 52,789 per mile. The estimated cost of a proposed line from Surat to Songhad is, on the broad gauge, Rs. 50,490, and on the metre gauge, Rs. 42,560 per mile ; and its extension beyond Songhad to Nandurbar is estimated, for broad gauge at Rs. 74,132 and for metre gauge Rs. 60,427 per mile. In all the above estimates fencing is excluded.

The Mehsana-Vadnagar and Mehsana-Viramgam metre gauge lines show an expenditure per mile of over Rs. 33,000.

It must be remembered that the first cost of a line by no means represents its whole capital cost. Further expenditure, and that not usually directly productive, is required year by year.

(*c.*) The ratio of passenger to goods earnings is more nearly as 1 to 2.

On the Bombay, Baroda and Central India Railway, in 1889, coaching earnings were to goods earnings as follows :—

1st half as 23 to 54
2nd „ „ 21 to 32

or, taking the whole year, as 44 to 86, or as 1 to 2.

(*d.*) On the Bombay, Baroda and Central India Railway, the average sum received per passenger per mile is 2·65 pies for broad gauge, and 2·14 pies for metre gauge sections.

(*e.*) The average sum received for carrying a ton of goods one mile was in the first half of 1889, on the broad gauge section, 7·79 pies, and in the second half of the same year, 7·87 pies ; the average on the metre gauge section, 6·69 pies : 8 pies would be an ample rate to assume in this calculation.

5. Applying these figures to Mr. Little's calculations,—for a broad gauge railway ; cost of construction, Rs. 50,000, percentage of working expenses, 42—a traffic bringing in Rs. 3,450 per mile per annum, representing a daily conveyance of 230 passengers and 150 tons of goods, would be required to pay 4 per cent. on capital cost : and for a metre gauge railway ; a traffic of Rs. 2,520 per mile per annum, representing 200 passengers and 110 tons of goods daily would be similarly required.

6. Comparing these results with Mr. Little's, it is only in the goods traffic that his figures differ to any serious extent, but his estimate in this regards must be more than doubled.

7. But even as calculated by the Consulting Engineer, there is every probability that railways judiciously selected as to location and economically constructed would earn the necessary amounts.

8. The liberal terms propounded by the Bombay, Baroda and Central India Railway Company, alluded to in the 1st paragraph of Mr. Little's No. 2168, dated 1st May, were, no doubt, intended to stimulate consideration of the comparative advantages of a railway and of a road for cart traffic, and although Mr. Little bases his calculations upon a rather low estimate of the cost of construction and working expenses, he has given strong reasons in favor of railways in localities where a feeder of some sort may prove to be desirable.

9. His Excellency the Governor in Council recognises the difficulties which prevent the construction of roads in Gujarat, and would be pleased if the number of feeder railways on the same gauge as the trunk line could be increased. He considers that their construction

will be most beneficial to the province of Gujarát and its people, and that the railways will be financially profitable.

10. The Public Works Department should address the Commissioner, Northern Division, on the subject of his 2nd paragraph.

J. BURN MURDOCH, Captain, R. E.,
Under Secretary to Government.

To
The Public Works Department, Secretariat.
The Revenue Department, Secretariat.
The Consulting Engineer for Railways.
The Commissioner, N. D.
The Commissioner. C. D.
The The Commissioner, S. D.
The Chief Engineer, N. D.
The Secretary to the Chamber of Commerce, Bombay. (By endorsement No. 2388.)
The Editors' Table.

No. 2388 OF 1890.

PUBLIC WORKS DEPARTMENT, RAILWAY.
BOMBAY CASTLE, 20*th October* 1890.

Copy forwarded to the Secretary to the Chamber of Commerce, Bombay.

J. BURN MURDOCH, Captain, R. E.,
Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 15*th December* 1890.

The UNDER-SECRETARY to GOVERNMENT, Public Works Department (*Railway*), Bombay.

Sir,—The Committee of the Bombay Chamber of Commerce have read with much interest the papers on the subject of the construction of Feeder Railways in Guzerat, copies of which you have been good enough to place at their disposal with your Memorandum No. 2388 of 20th October 1890.

2. The question is one in which the Chamber has always taken great interest, and in addressing the Government of India in May of this year, asking that early sanction might be given to the necessary expenditure for the construction of the Godhra-Rutlam Line, the Chamber took the opportunity of bringing to the notice of His Excellency the Governor-General in Council the claims which Feeder Lines had to the consideration and encouragement of Government.

3. My Committee recognise with much satisfaction the general approval given by his Excellency the Governor in Council to the proposals made by Mr. Little, but they regret that Government have not been able to formulate and lay down plainly the conditions under which they are prepared to sanction the construction of these Feeder Lines. Mr. Little has clearly shown that railway carriage is cheaper than cartage, at any rate in Guzerat, where the cost of maintaining the roads is so great, and my Committee would wish to take this opportunity of impressing upon Government the necessity of cheapening transit by every possible means. Should the Americans succeed in their attempt to permanently raise the price of silver, cheap transit will be positively necessary to enable the Indian producer to meet the competition of other countries. The schemes sketched out in Mr. Little's letter No. 2168 of 1st May 1890, have, therefore, the entire approval of my Committee, who trust that they may, as occasion arises, receive the cordial support of his Excellency the Governor in Council. They fear, however, that much reliance cannot be placed on Local Boards originating schemes except for very short lines in their own neighbourhood, and they trust that Government will decide on taking advantage of the moderate terms offered by the B. B. & C. I. Railway for working Feeder Lines connected with their systems, and determine to commence such railways, guaranteeing from provincial revenues the interest on capital borrowed from the Imperial Government.

4. They would respectfully submit that up to the present time very little has been done in this respect by the Government of Bombay, though such good results have been obtained from the Anand and Godhra branch line of the B. B. & C. I. Railway. The total outward traffic for the half-year ending 30th June, 1890, amounted to 140,994 passengers and 89,067 tons of merchandise. This short branch line has never paid less than 6 per cent. and is now returning 8 per cent. beside benefiting the main line by the through traffic. Even on the short branch line from Anand to Petlad, which was only opened on May 5th of this year, the recorded statistics from that date to 30th June 1890 show the following outward traffic :—

	Number of Passengers.	Earnings.
Coaching	10,004	Rs. 5,887 4 6
Goods, &c.	1,948 tons	„ 3,883 3 0

5. My Committee would call special attention to the proposed line from Surat to Songhad, the whole length of which is 50¾ miles, 25¾ miles running through British territory and 25 miles through H. H. the Gaekwar's territory. They would urge that if the statistics which are now being taken prove favorable, there should be no delay in applying to the Imperial Government for sanction. H. H. the Gaekwar of Baroda, who has done so much in improving the communications of his State and has set such a good example to other Princes in developing railway systems in his dominions, will, no doubt, be invited to co-operate in this scheme.

6. My Committee beg to impress upon Government the desirability of commencing at once the survey of a branch from Manmar to Nandobar. It is understood that the project of a line between Chalisgaon and Dhulia has been disapproved of, and my Committee desire to express the hope that the Manmar-Malegaon and Dhulia route will now be considered. The town of Dhulia possesses several cotton and ginning factories, and its trade will develop greatly when fostered by railway communication, while the rich lands about Nandobar, now lying waste, would speedily be brought under cultivation. There is no lack of evidence that the trade of Khandeish has greatly increased of late years, and remembering how much land is now untilled, because of the difficulty attending the transport of produce, there can be no doubt that the construction of a line to Dhulia, eventually to be extended towards Nandobar, will prove beneficial to the people and Government alike. The Committee of the Chamber understand from the Agent of the G. I. P. Railway that his Directors are most anxious to open up Khandeish. He feels assured that a line in the direction suggested will pay a fair interest on its capital, and that the Railway Company would be prepared to work it on the most favorable terms.

7. My Committee are glad to hear that the Commissioner of the Northern Division is taking measures for the registration of traffic on some of the most important roads in Guzerat, and they trust that Government will increase the yearly grant to the Director of Agriculture and Statistics for the same purpose in other parts of the Presidency.— I have, &c.,

L. R. W. FORREST, *Chairman.*

APPENDIX D.

EUROPEAN TELEGRAPHIC CONVENTION.

BOMBAY CHAMBER OF COMMERCE, 10*th March* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Calcutta.

SIR,—The Committee of this Chamber having under consideration the question of telegraphic charges between India and Europe, as also the desirability of increasing the lines of telegraphic communication, I am directed to enquire whether Government are in a position to inform the Chamber when and where the next European Telegraphic Convention will assemble. My Committee presume that, as formerly, an officer will be delegated to attend the Convention by the Government of India, and, in that case, they would like to have sufficient time given them to express their views on telegraphic communication and rates before that officer attends the Convention.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 92 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

CALCUTTA, 14*th March* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 10th March 1890, and in reply to say that the next International Telegraph Conference will assemble at Paris on the 15th May 1890, and that the Government of India will be represented.

2. I am to add that the Government of India is prepared to receive any representations on the subject which the Committee of

your Chamber may wish to make; but it is desirable that any such representation should be submitted without delay, as the Government of India's representative will probably leave Bombay on 4th April for England.—I have, &c.,

C. VINCENT,
Under Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *12th April* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 92-T of the 14th ultimo.

2. My Committee desire me to express their thanks for the intimation that the International Telegraphic Conference will assemble at Paris on 15th proximo, but they would at the same time respectfully suggest that this information might, with advantage, have been given to the commercial community of India at an earlier date to have admitted of a fuller discussion and interchange of views with the various representative bodies in the country respecting such an important subject as telegraphic communication and charges. With the limited time at their disposal, it has not been possible for the Committee of this Chamber to place themselves in communication with the other Chambers in India, and they are unable, therefore, to submit to Government all the suggestions which a more extended discussion might have enabled them to bring forward.

3. My Committee understand that at the coming Conference, proposals will be submitted for instituting a new regulation as to what shall or shall not constitute plain language as distinguished from code; and, further, that a code dictionary or vocabulary shall be prepared to embody all the words admissible for use in code telegrams. To both of these proposals the Committee of this Chamber decidedly object; and, referring to what they had the honor to submit to the Government of India in their letter of 29th November 1884, would again repeat, what the experience of the interval has shown to be extremely desirable, that any interference with the existing regulations as regards code words would cause great inconvenience to the mercantile public who are the largest users of telegraphic communication. Enormous expense and ingenuity has been

incurred in the preparation and adaptation of the various codes and ciphers now in use for commercial purposes, and my Committee cannot too strongly deprecate the introduction of any new rule or regulation which would affect existing codes and ciphers.

4. The Committee of the Chamber also direct me to represent to Government, in the hope that the representative of India at the Conference will be instructed to support their views, the great desirability of a reduction being effected in the charges for telegrams between India and Europe. From enquiries which they have made, the Committee have ascertained that the existing rates for telegrams between India and Europe impose a tax of something like a quarter to a half per cent. upon the entire foreign trade of the country; and considering that the average net commission earned upon that trade does not exceed one-and-a-half per cent., it will be apparent that the charge incurred for telegrams is out of all proportion to the profit or remuneration earned. Were the charges to be reduced to a more moderate level, my Committee feel assured that the additional business which would accrue to the telegraph companies would more than recoup them for the reduction. The intricate and complicated codes now in use, entailing a serious loss of time in working, would be less frequently availed of, and, in addition to business communications, a cheaper rate of telegraphy would unquestionably develop the use of the lines for private purposes which at the present prohibitive rates is almost unproductive of revenue. The few private people who are compelled by force of circumstances to use the wires, are driven, moreover, to arrangements with companies, who, by packing telegrams and utilizing codes, materially reduce the amount of matter to be transmitted. Were the cost of telegraphing to be brought down to even half of the present charge, there can be little doubt that the number and extent of the messages transmitted would increase in a much greater ratio, and instead of the cables, as at present, being only occupied for a few hours in the day, they would receive full employment for the entire 24 hours and be able, therefore, to earn considerably larger incomes than they do under the present system.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

No. 138 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

SIMLA, 24*th April* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 12th April 1890, on the subject of the International Telegraphic Conference which is to assemble at Paris on the 15th May 1890.

2. With reference to paragraph 2 of your letter, I am to explain that the date of the assembling of the Conference was suddenly brought forward and the Government of India was, until about the middle of March last, unaware of what proposals were to be submitted for discussion at the Conference. The Government of India agrees generally with the views expressed in paragraph 3 of your letter, and has instructed the Indian delegate accordingly.

3. A copy of your letter will be forwarded to the Indian delegate for information and guidance.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 16*th April* 1890.

DEAR SIR,—I am directed by the Committee of the Chamber to enclose a copy of a letter which they have addressed to the Government of India on the subject of telegraphic communication and charges between India and Europe. My Committee trust you will see your way to support their representation, and at an early date, they purpose returning again to this subject in connection with the advisability of promoting an alternative line of communication by means of a land line of telegraph.—I am, &c.,

JOHN MARSHALL, Secretary.

To the Secretary, Bengal Chamber of Commerce.
" Madras Chamber of Commerce.
" Karachi Chamber of Commerce.
" Upper India Chamber of Commerce.
" Rangoon Chamber of Commerce.

KARACHI CHAMBER OF COMMERCE, *24th April* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter of the 16th instant, forwarding copy of a letter addressed to the Government of India *re* the telegraphic communication and charges between India and Europe, which I have laid before my Committee, who entirely approve of your views, and have instructed me to address Government supporting your memorial.

I have further to inform you that at a Committee meeting held on the 18th instant for the purpose of discussing with Messrs. Possman and Sealy (of the Government Telegraph Department) any propositions my Committee thought desirable to bring before the Conference to be held shortly in Paris, the following suggestions were made which Mr. Possman undertook to forward :—

1. That in telegraphing figures a group of 5 (or if that is impossible 4) should be taken as one word, instead of only three figures as heretofore.
2. That one extra European language be added to those now permitted for Code use.
3. That the restriction as to the use of proper names in Codes be rescinded.—I am, &c.,

STEPHEN WM. ANDERSON, Secretary.

MADRAS CHAMBER OF COMMERCE, *26th April* 1890.

From SIR CHARLES LAWSON, KT., Secretary, Chamber of Commerce, Madras, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to acknowledge, with many thanks, the receipt of your letter of the 16th instant, together with a copy of your Chamber's letter of the 12th idem to the Government of India regarding the approaching International Telegraphic Conference at Paris.

This Chamber concurs with the opinion expressed by your Chamber, and I now beg to hand, for the information of your Chamber, a copy of this Chamber's letter on the subject to the Government of India of yesterday's date.—I am, &c.,

CHARLES LAWSON, Secretary.

MADRAS CHAMBER OF COMMERCE, *25th April* 1890.

From the Hon'ble J. A. BOYSON, Chairman, Chamber of Commerce, Madras, to Secretary to the GOVERNMENT of INDIA, P. W. D. (Telegraph), Simla.

SIR,—I have the honor to inform you that this Chamber telegraphed to you as follows on the 22nd instant :—

" This Chamber desires to express entire concurrence with Bombay " Chamber's letter twelfth instant, regarding approaching International

"Telegraphic Conference. It regrets that timely intimation was not "given public of assembling Conference. Strongly deprecates any "modification of existing regulations regarding Code Telegrams; and "earnestly advocates reduction telegraph charges between India "Europe. This Chamber hopes Government will direct its represen- "tative at Conference to endeavour secure for mercantile community "India concessions in harmony with spirit of overland postal con- "cessions now announced by Her Majesty's Government."

The Chamber much regrets that it remained in ignorance until the 21st instant, when it received the Bombay Chamber's letter above referred to, of the fact that the International Telegraphic Conference is to assemble so soon as the 15th proximo, and it is even now not fully acquainted with the general objects of that Conference. The Chamber submits, for the consideration of the Government, that looking to the deep interest that the mercantile community of this country must take in any discussions of that Conference affecting the regulations or tariff of the Indo-European telegraph service, and to the large contribution that commerce makes to the revenue of the lines, it would have been well had the public been apprised betimes of the date when the Conference would meet, and of the general scope of its deliberations, so that reasonable time might have been afforded to those interested to place their views before the Government.— I have, &c.,

J. A. BOYSON, Chairman.

RANGOON CHAMBER OF COMMERCE, *6th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of this Chamber to acknowledge receipt of your favour of 16th ultimo, asking the support of this Chamber in your representation to the Government of India on the subject of telegraphic communication and charges between India and Europe.

In reply, I am directed to inform you that this Chamber thoroughly sympathises with you in this matter, and has addressed the Local Government on the subject.—I am, &c.,

J. STUART, Secretary.

BOMBAY CHAMBER OF COMMERCE, *25th April* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,— In my letter of the 12th instant, I had the honor to represent to Government the views which this Chamber entertains of the necessity of a reduction being made in the cost of telegraphy between India and Europe, respectfully requesting that Government would be pleased to instruct

their representative to bring forward and support these views at the approaching Conference in Paris.

2. From the nature and constitution of the Conference, however, the Chamber has little hope of any reduction being sanctioned in that quarter which would be at all commensurate with the requirements or views of the commercial community, who are strongly of opinion that, in proportion to rates prevailing in other parts of the world, the charge between England and India should not exceed one shilling per word.

3. Whether at this rate the existing lines could be remuneratively worked, is no doubt open to question, as although they are earning enormous profits under the existing scale of charges, it is possible that they might not be equal to the transmission of the largely increased traffic which such a reduction would require and almost as certainly ensure. But the lines of communication should be adapted to the business and not, as undoubtedly is the case at present, the business adapted to the lines; and if the Cable Companies by reason of their excessive cost of construction and maintenance are unable to work at rates which the exigencies of trade and the keen competition of the present day demands, it becomes necessary to consider whether the result would not be attainable by the construction of an overland line.

4. From reports and statements which have recently been published in the press, both in this country and in England, it would appear that the highest professional opinion is strongly in favor of the practicability of constructing and maintaining such a line at moderate cost by at least two alternative routes, that which appears to find most favor being the connection of the Indian system through Chaman *via* Kandahar and Herat with the Russian telegraphs on the one hand and the Teheran line on the other. This Chamber is not in a position to discuss authoritatively the merits or demerits of either of these routes, but there seems little room to doubt their feasibility either in respect of political or financial reasons; and the Committee would therefore respectfully urge their consideration on the early attention of Government.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

No. 170 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

SIMLA, 26*th May* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 25th April 1890, in which the Bombay Chamber of Commerce advocates the reduction of charges for telegrams between India and Europe and, in furtherance thereof, the construction of an overland line of telegraph to Europe *via* Kandahar and Herat.

2. In reply, I am to inform you that the expression of the Chamber's views has been received with interest, but that the Government of India is not prepared at present to take any steps towards the construction of the line in question.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 29*th April* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—Referring to my letter of the 16th instant, I am now directed to wait upon you with a copy of a further letter which this Chamber has addressed to the Government of India on the subject of telegraphic communication and charges between India and Europe. You will perceive that this Chamber advocates immediate enquiry being instituted by Government as to the practicability of a land line of telegraph from Chaman *via* Kandahar and Herat to Teheran on the one side and the Russian system of telegraphs on the other. By this route a leading professional authority anticipates that communication with England would be practicable on a remunerative basis at a cost to the public of one shilling per word. If this be so, my Committee feel sure that your Chamber will support the request they have made to Government for an early and exhaustive enquiry, the cost of telegraphy at the present rate of charges being an intolerable tax on the entire foreign trade of the country.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar letters to the

Chamber of Commerce,	Madras.
Do.	Rangoon.
Do.	Karachi.
Do.	Cawnpore.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 2*nd May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letters of the 16th and 29th ultimo, and to state that this Chamber fully agrees with the line of action taken by the Bombay Chamber of Commerce, and will be glad to support the representations made to Government on the subject as far as may be in its power.

My Committee thoroughly appreciate that the introduction of a shilling per word rate between India and Europe would be of enormous value to the commercial and other communities in the country.—Yours, &c.,

W. B. WISHART, Secretary.

KARACHI CHAMBER OF COMMERCE, 12*th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I duly received your favour of 29th ultimo, covering copy of letter dated 25th April 1890 addressed to the Secretary to the Government of India, Public Works Department (Telegraph), Simla, which were laid before a meeting of my Committee held on Friday, 9th instant.

This Chamber fully endorses the views expressed in your favour under reply, and I now beg to hand you copy of a letter I have addressed to the Secretary to the Government of India, Public Works Department (Telegraph), Simla, in support of same.—I am, &c.,

STEPHEN WM. ANDERSON, Secretary.

KARACHI CHAMBER OF COMMERCE, 10*th May* 1890.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,—My Chamber having been favoured by the Bombay Chamber of Commerce with copies of letters dated 12th and 25th April 1890, addressed to the Secretary to the Government of India, Public Works Department (Telegraph), Simla, on the subject of a reduction being made in the cost of telegraphy between India and Europe, I am instructed by my Chamber to approach you on the subject.

The views expressed in paragraph 3 of the former letter have this Chamber's strongest support, as they consider that any alterations in the present regulations as to what words are admissable in Code telegrams would disorganize the Code system of the whole mercantile community. Many of these codes have taken years to compile, and that at a very great expense, and any interference with the languages at present permitted to be used would necessitate a thorough revision of almost all codes in use.

My Chamber also approves of the views expressed by the Bombay Chamber with regard to the advisability of lowering the present charge for transmission of telegrams between India and Europe, and

will be glad to learn that Government favourably entertains the proposal to construct an overland line, in connection with the Indian system, through Chaman *via* Kandahar and Herat, with the Teheran and Russian lines, which in addition to offering a cheaper means of communication would have the advantage of providing an alternative line in event of the interruption of the Cable.—I have, &c.,

STEPHEN W. ANDERSON, Secretary.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 19*th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In acknowledging the receipt of your letters of the 16th and 29th April last, forwarding copies of communications, addressed to the Government of India, on the reduction of telegraphic charges between India and Europe, I am instructed by my Committee to hand you, for information, copy of letter No. 432 of 1890 of the 16th instant, addressed by this Chamber to the Government of India, on the subject.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 432 OF 1890.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 16*th May* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,—The Committee of this Chamber of Commerce have been favoured by the Chamber of Commerce, Bombay, with copies of their letters to your address dated, respectively, 12th and 25th April. As this Chamber has not yet received copies of your letter No. 92-T. of 14th March last, the Committee are not in a position to dicuss so much of the letters referred to as deals with proposals to be discussed at the International Telegraphic Conference now to assemble at Paris. But they would beg to support the suggestion that an early enquiry be instituted by Government as to the practicability of a land line of telegraph from Chaman *via* Kandahar and Herat to Teheran on the one side, and to the Russian system of telegraphs on the other, as affording a cheaper route of telegraphic communication with Europe and the United Kingdom than those now existing.—I have, &c.,

S. E. J. CLARKE, Secretary.

RANGOON CHAMBER OF COMMERCE, 21*st June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowedge receipt of your letter of 29th April 1890, enclosing a copy of the letter you have addressed to the Government of India on the subject of a land telegraph line to Europe.

This Chamber will be pleased if such an arrangement can be carried out, and has addressed a letter on the subject to the Local Government.—I am, &c.,

J. STUART, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30*th April* 1890.

The SECRETARY, CHAMBER of COMMERCE, London, Manchester, Liverpool, Hull, and Glasgow.

DEAR SIR,—I have the honor, by direction of the Committee, to wait upon you with copies of two letters addressed by this Chamber to the Government of India on the subject of telegraphic communication and charges between India and Europe.

Under the existing scale of charges, the cost of telegraphy has become an intolerable tax on the foreign trade of this country, and feeling that there is little hope of any material reduction being obtained from the existing Companies who enjoy a monopoly of the traffic, this Chamber advocates the institution of an enquiry by Government as to the feasibility of an overland line which reliable professional opinion states could be constructed and maintained at a cost that would admit of a charge of one shilling per word between India and England.

My Committee trust that your Chamber will support their views by addressing Government in such manner as you may deem most advisable.—I am, &c.,

JOHN MARSHALL, Secretary.

THE INCORPORATED CHAMBER OF COMMERCE, LIVERPOOL, 19*th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter dated 30th April, enclosing printed copies of two letters addressed by your Chamber to the Government of India on the subject of the present high cost of telegrams to and from India, and the desirability of establishing a land line in order to cheapen the service.

The letters will be laid before the East India Committee of this Chamber, after which I will communicate their views.

This Chamber has just protested against the adoption of a compulsory Official Code of words and against any reduction in the limit of 10 letters for Code words.—I am, &c.,

THOMAS H. BARKER, Secretary.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
3rd July 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I duly received your letter dated 30th April last, enclosing copies of your letters of the 12th and 25th April to the Secretary to the Government of India on the above subject, and asking this Chamber to support your Chamber's views.

The subject of the probable discussion by the International Telegraph Conference of proposals to reduce the present maximum limit of 10 letters for code words, and to adopt a Standard or Official Code, had already been considered at this Chamber, and the Council had expressed to the Postmaster General and to the Secretary of State for India their opinion that no reduction should be made in the limit, and that a Standard Code should not be made compulsory. In addition, the attention of both officials had been called to letters addressed by this Chamber to their predecessors in 1885, of which I enclose copies.

This Chamber had received the assurance that the delegates of both the British and the Indian Governments at the Conference would take the views of the Council into consideration, should the subjects referred to be discussed there.

The question of reduction in the cost of Indian telegrams raised in your enclosure, dated 25th April, has only been touched in a general manner. The matter of extending overland wires to India will be inquired into.—Yours, &c.,

THOMAS H. BARKER, Secretary.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
10th August 1885.

The following letters have been addressed by the Council of this Chamber to the Postmaster-General on the subject of Telegraph Code Rules and the requirements of the users of Codes :—

LIVERPOOL, *22nd July* 1885.

Right Honourable LORD JOHN MANNERS, G.C.B., Postmaster-General, London.

MY LORD,—In view of the meeting of the International Telegraph Conference on the tenth of next month, at Berlin, this Chamber asks permission to direct your attention to the following remarks.

You are doubtless aware that commercial telegrams to the Continent and other foreign countries are sent in "code language." Most large firms have to construct codes suited to their own requirements, and, in such construction, are necessarily bound by the Articles of the International Conventions. In many cases the codes cost large sums to compile.

In the Articles of the Convention made at Rome on the 14th January, 1873, and in those of the St. Petersburgh Convention, agreed to in London on the 28th July, 1879, former rules were altered, or rules first made, which rendered it necessary to rewrite and reprint the codes then existing, thereby causing great inconvenience and loss of

time and money to merchants. The restriction in the use of languages and of certain classes of words, and the limitation to words not exceeding ten letters in length for messages going beyond Europe, made the compilation of codes much more difficult than before.

Late last autumn rumours were current in England that, at the coming Conference, it was intended to propose to reduce the maximum length of code words for messages going beyond Europe from ten letters to eight letters.

This Chamber was, however, assured by three leading Telegraph Companies, and other Chambers were informed by your office, that, as far as they were concerned, no such change was contemplated.

This Chamber entirely deprecates any change which would interfere again with the existing codes, and produce the disorganisation, delay, and expense which resulted before.

The Council of this Chamber, moreover, respectfully ask that, in conjunction with other Chambers interested, they may be allowed to nominate a delegate or delegates conversant with the commercial side of the subject, who should, like the representatives of the Telegraph Companies, attend at Berlin during the sitting of the Conference, and be consulted as to any change directly affecting commercial interests; or, if this is impracticable, that one of the British representatives may be charged with the care of commercial interests.

The Council of this Chamber may state that reductions in the charges for transmitting messages to South America and Australia would probably be followed by much increased use of the wires to those Continents, and they are of opinion that other changes might be suggested by a commercial delegate which would reduce friction between the Companies and the public, and both ease and develop the use of the wires.—I am, &c.,

ELISHA SMITH, President.

LIVERPOOL, *6th August* 1885.

Right Honourable LORD JOHN MANNERS, G.C.B., Postmaster-General, London.

MY LORD,—With reference to the subject of my letter of the 22nd ultimo, and to the remarks in your kind acknowledgment of the same on the 1st instant, I am requested by the Council of this Chamber to make known to you, further, their views as to the scope and modification of certain code rules, and as to the requirements of users of codes.

This Council is strongly of opinion—

1. That there should be no further restrictions in the number of languages allowed for code purposes, in the maximum number of letters in each word, or in the use of inflections.
2. That a large addition to the number of code words is urgently required. In the eight languages now allowed there are only about 136,000 telegraphically safe words; 60,000 to 70,000 more are wanted, and, to provide these, selection should be allowed from more than eight languages, and from all geographical names of not more than ten letters.

3. That figures are a very easy and safe medium of telegraphing, and this Council urges a reversion to the rule in force prior to the last Convention, viz., that "five figures should be counted as one word."
4. That the name of a person or place in an address should only count as one word, even it should contain more than ten letters.
5. That when a reply has been prepaid, the Telegraph Company should return the money for the number of words not used in the reply.
6. That the charge for repeating doubtful words is too high and should be reduced one-half. In the case of India the charge for a repetition of one word, out of a long message, is sometimes as much as £3 8s. 9d.
7. It has been suggested that a Dictionary of Code Words should be published by the Berne Bureau, and it is the opinion of this Council that the suggestion is a good one, provided the said Dictionary should contain not less than 200,000 words, selected and arranged according to the following rules:—
   (*a*) That each word should differ in two letters at least from every other word;
   (*b*) That the telegraph signs should not be too much alike;
   (*c*) That the whole of the words, without classifying the languages, should be arranged in alphabetical order;
   and that the use of such a Dictionary should be optional for at least five years, so that codes now in use, on which much labour and money have been spent, may not be rendered valueless.

Finally, I am desired to press upon your Lordship's attention the fact that the making of fresh rules, limiting in their effect the use of codes, and thereby increasing the cost of messages, would undoubtedly lead to a much smaller use of the wires.—I am, &c.,

ELISHA SMITH, President.

NOTE.—As the Government of India, as well as the Post Office, will be represented by two delegates at the above-named Conference, letters similar to the above were sent also to the Right Honourable Lord Randolph Churchill, Secretary of State for India.

THOMAS H. BARKER, Secretary.

CHAMBER OF COMMERCE AND MANUFACTURES,
GLASGOW, 20*th May* 1890.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am in receipt of your letter of date the 30th ultimo, enclosing copies of two letters addressed by the President of your Chamber to H. M. Government on the subject of telegraphic communication and charges between India and Europe. The communications will be submitted to the Directors of this Chamber at their next meeting.—I am, &c.,

WILLIAM H. HILL, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 22*nd May* 1890.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I thank you for your letter of April 30th, drawing attention to the high cost of telegraphy between this country and India, and expressing the hope that this Chamber will address Government in support of a scheme for a new overland line. Your letter has been laid before the Board of Directors, and has been remitted for the consideration of the Correspondence Committee. I hope I may be able shortly to communicate with you further on this subject. —Yours, &c.,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 13*th June* 1890.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to thank you for your letter of April 30th, enclosing copies of the communications dated April 12th and April 15th, addressed by your Chamber to the Government of India, with reference to the extremely heavy rates now charged for telegraphic messages to and from India, and the suggestions as to a new and competing line.

These documents have been submitted to the Board of Directors of this Chamber, and I am instructed to forward to you, for the information of your Chamber, a copy of a letter which I have written to Viscount Cross on this important subject. To this no reply has yet been received.

I am also to state that on the 3rd ultimo, at the desire of my Board, I had an interview with Mr. J. C. Lamb, one of the Secretaries of the General Post Office, London, and a delegate to the International Telegraphic Conference now sitting in Paris, and endeavoured to show that the existing rates are oppressive, that to a certain known extent they do already check the transmission of messages, and that the probable and almost sure effect of a substantial reduction would be to increase the revenue drawn by the Companies from their Eastern telegraph service. So far nothing is definitely known as to the results of the Paris Conference.—Yours, &c.,

ELIJAH HELM, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 11*th June* 1890.

The Right Honourable VISCOUNT CROSS, H. M. Principal Secretary of State for India, India Office, Whitehall, S.W.

MY LORD,—Serious complaints have been made by members of this Chamber engaged in trade with the great Asiatic markets, respecting the extremely heavy rates now charged for telegraphic messages to India, China, and other parts of the Far East. In a letter recently addressed by the Bombay Chamber of Commerce to this Chamber, it is stated that similar dissatisfaction with the present scale of charges is being expressed in that city, where it is felt that "the cost of telegraphy has become an intolerable tax on the foreign trade of India." The Bombay Chamber has amplified this

statement in a communication to the Government of India, dated April 12th 1890, observing that it has ascertained that "the existing rates for telegrams between India and Europe impose a tax of something like a quarter to a half per cent. upon the entire foreign trade of the country; and considering that the average net commission earned upon that trade does not exceed one-and-a-half per cent. it will be apparent that the charge incurred for telegrams is out of all proportion to the profit or remuneration earned."

I am instructed by the Board of Directors of this Chamber to state to your Lordship that they are convinced of the oppressiveness of the present charges, and are strongly of opinion that in the interests of our Eastern trade no effort should be spared to secure either an important reduction in the existing rates on the construction of a new and competing line. The Board is informed that such a line (overland) could be made and worked at a cost which would admit of a charge not exceeding one shilling per word between India and England, or one-fourth of the rate now levied. I am, therefore, to respectfully to urge upon your Lordship the desirableness of instituting an enquiry as to the practicability of establishing a fresh telegraph line to India, which may effectually compete with those already in existence.—I have, &c.,

ELIJAH HELM, Secretary.

LONDON CHAMBER OF COMMERCE, 19*th July* 1890.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—Your letter of the 30th April and enclosures on the subject of telegraphic communication and charges between India and Europe were brought before the East India and China Trades' Section of this Chamber at their last meeting, and I was instructed to reply that it had been received by them.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 20*th November* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Civil Works, Telegraphs, Calcutta.

SIR,—Referring to your letter No. 138 of the 24th April last, I have the honor to enquire, on behalf of the members of the Bombay Chamber of Commerce, whether the Government of India have yet been made acquainted with the decisions arrived at at the Telegraphic Conference which assembled at Paris on 15th May last. If so, my Committee would be glad to be favored with any information that may be in the possession of Government on the subject, and which they are willing to communicate.—I have, &c.,

L. R. W. FORREST, Chairman.

No. 345 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

CALCUTTA, *8th December* 1890.

To the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter, dated the 20th November 1890, I am directed to forward, for the information of the Bombay Chamber of Commerce, extract paragraph 6 (V) of a joint report dated the 10th July 1890, by Colonel H. A. Mallock and Mr. A. Brasher, the two delegates representing the interests of the Government of India at the International Telegraph Conference held at Paris this year. That paragraph states the result of the negotiations at the Conference as affecting the proposed official code dictionary and the regulations affecting code words, regarding which representations were addressed to the Government of India by some of the Indian Chambers of Commerce.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

ENCLOSURE TO PUBLIC WORKS DEPARTMENT LETTER No. 345 T., DATED THE 8TH DECEMBER 1890.

Extract para. 6 (V) of a joint Report, dated the 10th July 1890, *by Colonel* H. A. MALLOCK *and Mr.* A. BRASHER, *the two Delegates representing the interests of the Government of India at an International Telegraph Conference held at Paris in* 1890.

V.—To strongly oppose a proposal to have a single authorized vocabulary of code words, from which code phrases must be made up. And VIII.—To submit to the Conference the protests of the Indian Chambers of Commerce, &c.

The *procès verbaux* give a very meagre and incomplete account of the proceedings on this and many other important points. The proposal for an obligatory vocabulary for code messages was formally made on 22nd May* by M. de Large, the Delegate for Belgium, who, in an able speech, explained the necessity for it, and the great advantages that would follow its adoption. M. de Large was immediately followed by the Delegate for Holland, who warmly seconded him. In reply, we pointed out that a similar proposal had been made at Berlin and rejected, and as its rejection was due to the arguments of Sir J. Bateman-Champain, we requested that a summary of them (page 416, Procès Verbaux de Berlin) might be read by one of the secretaries of the Committee. This having been done, we stated that our experience remained the same, *viz.*, that the abuse in code between India and Europe was not great, and that the existing rules as applied in India were sufficient for control. We then read a list of the protests from the Chambers of Commerce of India and England, adding that if the obligatory vocabulary had been proposed when the code system commenced the merchants would have welcomed it. Their objections to

* Tariff Committee, 22nd May, pages 1, 2.

it now were on the score of expense and of disturbance of their business, the compilation of some of the existing codes having cost several thousand pounds, and most of them many hundreds. The merchants objected to the loss of a great part of this outlay, as they did also to the disturbance which an obligatory vocabulary would cause them. We added that we considered their objections well founded, and hoped that an obligatory vocabulary would not be forced upon our clients; we recognized the great services that might be rendered by a permissive vocabulary, and finally handed in the following amendment:—

"Ces mots sont extraits de vocabulaires admis pour la correspondance internationale en language convenu, *ou* d'un vocabulaire officiel dressé par le bureau international des administrations télegraphiques."

No single Government Delegate followed on our side, but Mr. Von Chauvin, representative of the Western Union Company of New York, very strongly endorsed the views set forth by us.

It soon became evident that the wish for an obligatory vocabulary was as nearly as possible unanimous, the only differences of opinion being as to its composition and date of introduction. To the protests of the Chambers of Commerce it was answered that, if the existing codes had been prepared according to existing rules, the obligatory vocabulary would not touch them; and to the objection that the task would be too heavy for the International Office, it was answered that Monsieur Esbaecher, the Acting Director of that office, was quite prepared to undertake the duty. We then requested that our amendment might be put, upon which the Belgian Delegate, after consulting with those for France and Russia, incorporated it in his own proposal, and, whilst leaving the official vocabulary obligatory for Europe after three years from date of publication (about eighteen months hence,) added a clause making it optional for extra Europe. This modification was gladly accepted by us, as it not only entirely answers the object for which we contended, but will result in the mercantile community of India, Ceylon, and the Straits Settlements having the option of using an authentic code vocabulary, which they will be able to purchase at a very moderate cost.

BOMBAY CHAMBER OF COMMERCE, 18*th December* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Calcutta.

SIR,—I have the honour to acknowledge receipt of your letter No. 345-T of the 8th instant, and beg to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for having placed at their disposal copies of extract para. of a joint report of the two delegates who represented the Government of India at the Telegraphic Conference held at Paris last May. The information contained therein was of much interest to the members of the Chamber.

No reference is, however, made in this document to the proposal submitted by this Chamber in regard to a reduction in the existing charges for telegrams between India and Europe. The recommendations of the Chamber in this respect are contained in its letter to the Government of India under date of 12th April, 1890, and my Committee would be obliged if Government could furnish them with information as to whether this question was discussed at the Conference, and if so, with what result.—I have, &c.,

L. R. W. FORREST, Chairman.

No. 12 T.

CALCUTTA, 14*th January* 1891.

GOVERNMENT of INDIA, Public Works Department, Civil Works, Telegraph, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 18th December, 1890, enquiring whether the question of a reduction in the existing charges for telegrams between India and Europe was discussed at the Paris International Telegraph Conference; and, if so, with what result.

2. In reply, I am to forward, for the information of the Bombay Chamber of Commerce, extract paragraphs 3 and 16 of a letter dated the 12th July, 1890, from Colonel H. A. Mallock, late Director-General of Telegraphs, and one of the Delegates for British India at the Conference.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

Extract paras. 3 *and* 16 *of a letter dated the* 12*th July*, 1890, *from Colonel* H. A. MALLOCK, *late Director-General of Telegraphs, and one of the Delegates for British India at the Paris International Telegraph Conference.*

* * * * * *

3. There were also some negotiations outside the Conference with the Eastern and the Indo-European Telegraph Companies as to the possibility of reducing the tariff from India to England, which, however, for reasons which are further explained, came to nothing.

* * * * * *

16. Before explaining the financial effect of the alterations made in the Indian rates, I may mention that no change has been made in the rates between England and India. The Government of India

had, before my leaving Bombay, given me no instructions to apply for any modification in this respect, but I subsequently received from them copies of representations made by the Bombay and Karachi Chambers of Commerce to the effect that the present rates are a heavy tax on mercantile business, and the Government of the Straits Settlements had pressed on the Secretary of State for the Colonies for a reduction in rates. Bearing these requests in mind, when an opportunity for a reduction seemed likely to offer itself, I addressed my telegram (Appendix A, No. 14,) to the Government of India, asking if they would reduce their terminal tax of 57½ centimes to 50 centimes if I could secure a reduction of 6d. between England and India. To this (Telegram No. 18) the Government of India agreed, but as by Article V. of the Joint Purse Agreement no alteration of tariff or rates between England and India can be made without the mutual consent of all the three parties to the Agreement, I was obliged to refer the matter to the other two (*i.e.*, the Indo-European and Eastern Telegraph Companies), who replied that, "Having regard to the heavy losses sustained by the Joint Purse, owing to the last reduction made in the rates between Europe and India for Indian messages, the Companies, whilst thanking the Indian Government for their message, regret that they cannot incur the risk of any further reduction in tariff." The losses referred to in this declaration by the companies are supported by a tabular statement they gave me (Appendix F) of the tariff between Europe and India from 1880 to 1889 inclusive, which shows that in 1889, at the 4s. tariff, fewer words were sent and less money earned, than in 1885 at the 4s. 7d. tariff. It may be remarked, however, that these figures, although they show a loss of revenue, do not necessarily prove that a reduction in tariff will not increase traffic, because, unfortunately, as far as traffic from India is concerned, the reduction of tariff in francs in gold has been counterbalanced by the reduced value of silver, which has kept up the rate paid in rupees, *i.e.*, the rate per word has been :—

	From Europe Frs.	From India Rs. a.
1880	5·60	2 12
1885	5·60	2 12
1889	5·00	3 0

APPENDIX E.

SUGGESTED REDUCTION IN THE COST OF INLAND TELEGRAMS.

No. 249 OF 1890.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *24th March* 1890.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am directed to hand you herewith copies of correspondence between this Chamber and the Director-General of Telegraph on the subject of increasing the number of text words in Inland Telegrams, and to request that, if possible, the suggestion may have the support of the Bombay Chamber of Commerce.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 197 OF 1890.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *14th March* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to Colonel H. A. MALLOCK, B.S.C., Director-General of Telegraphs in India.

SIR,—You will no doubt have observed that in England a persistent effort is made to cheapen the telegraph service to the public. The minimum charge was not long ago reduced to a half penny a word for twelve words, with addresses charged for. This was in place of a minimum charge of one shilling for twenty words with addresses free. There can be no question that in India the system of telegraphing addresses is wasteful, and might be curtailed with advantage. So long as addresses can be sent free, the public are not likely to appreciate any recommendation in favor of brevity. The Committee of the Chamber of Commerce would, therefore, be in favor of an alteration in the rules, which would make it advantageous to the public to study brevity in addresses: a corresponding benefit could be offered to the public by a gain in the number of text words. What they would suggest is the following:—

Deferred Messages.

A minimum charge of eight annas for sixteen words including address.

Beyond sixteen words the charge to be one anna per word.

Ordinary Messages.

The same minimum of words for one Rupee and a charge of two annas per word thereafter.

Urgent Messages.

The same minimum of words for a charge of two Rupees and a charge of four annas per word thereafter.

The Committee are convinced that the change would not be to the disadvantage of the revenue of the Department, but on the contrary, would tend to encourage a larger resort on the part of the public to the convenience offered by the Department. They would be glad if you would place their proposal before Government, and lend it the weight of your influence and support.

If the suggestion were adopted, it would probably bring about a reduction in the use of codes for Inland messages, which would be an advantage to the Department as well as a convenience to the Public.—I have, &c..

S. E. J. CLARKE, Secretary.

No. 5688 T.

CALCUTTA, 17*th March* 1890.

From the DIRECTOR-GENERAL of TELEGRAPHS to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

SIR,—I have the honour to acknowledge the receipt of your letter No. 197 of 1890, dated the 14th instant, on the subject of modifying the present Inland rules by the abolition of a free address and an extension of the number of words carried for a primary charge.

2. The matter which has very frequently been considered shall have immediate attention and be reported on to the Government of India as soon as possible. I may, however, mention that it is not one which is so simple as it would appear at first sight, for in this country if native addresses were much curtailed, the delivery of thousands of telegrams would become almost impossible.—I have, &c.,

H. A. MALLOCK, Director-General of Telegraphs.

No. 279 OF 1890.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 31*st March* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my letter No. 249 of 1890 of the 24th instant, I am instructed to hand you copy of a further letter No. 271 of 1890 of the 28th idem, addressed to the Director-General of Telegraphs on the subject of cheapening of Indian telegraph rates.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 271 OF 1890.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 28*th March* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the DIRECTOR-GENERAL of TELEGRAPHS.

SIR,—The Committee of the Chamber of Commerce desire me to thank you for your letter No. 5688-T, dated 17th March current. They are glad to know that the subject brought to notice in my letter No. 197 of 1890 of the 14th instant will receive prompt attention.

In the closing sentence of your letter attention is directed to the circumstance that "in this country if native addresses were much "curtailed, the delivery of thousands of telegrams would become "almost impossible." The Committee quite see the force of your remark, but they would urge that it does not seem unfair that those who have the misfortune to have long addresses should be made to pay for them, or to put the case in another way that those who have short addresses should reap some advantage from the smaller tax they make upon the Department. Besides, with a minimum of 16 words, including the address, there would probably be a marked resort to the facilities offered for the registration of addresses. If this anticipation of the Committee were realized the revenue of the Department would be benefited to a small extent, whilst greater convenience and security would be offered to the public.

In conclusion, I am to add for your information that, as usual, copies of this correspondence have been sent to the other Indian Chambers, and they will probably also address you on the subject.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18*th April* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I have submitted to the Committee of this Chamber your letter of 24th ultimo, covering copies of correspondence you have had with the Director-General of Telegraphs on the subject of proposed alterations in the mode of charging for inland telegrams; and I am now directed to wait upon you with a copy of the letter which, by direction of the Committee, I have addressed to the Director-General of Telegraphs supporting your proposals.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *17th April* 1890.

The DIRECTOR-GENERAL of TELEGRAPHS in INDIA, Simla.

SIR,—The Committee of this Chamber having been favored with copies of correspondence which has passed between your predecessor in office and the Bengal Chamber of Commerce, regarding alterations proposed by the latter in the regulations for charges on inland telegrams, suggesting that instead of existing rates exclusive of addresses a minimum charge should be instituted for sixteen words *including* addresses of :—

As. 8 for "Deferred" messages, and 1 anna for each extra word.

Re. 1 for "Ordinary" messages, and 2 annas for each extra word.

Rs. 2 for "Urgent" messages, and 4 annas for each extra word.

I am now directed to address you in support of the proposal.

2. My Committee are at one with the views of the Bengal Chamber in the belief that the proposed change would not only be an advantage to the general commercial public, by increasing on the average the number of text words which could be transmitted for the minimum charge, but would at the same time tend to lighten the work thrown on the Department by offering a premium in favor of greater brevity in addresses and encouraging the system of registration. The use of the telegraph has now become so thoroughly popularised, and its advantages so well understood amongst the natives of every class, that the Committee of this Chamber quite endorse the opinion of the Bengal Chamber that the alteration would in no way endanger the revenue of the department, but would on the contrary lead to a better proportionate return; in fact, they go still further in thinking that an actual reduction in the cost of "urgent" messages, as suggested in my letter of 15th August 1888, would, combined with the modification brought forward by the Bengal Chamber, be productive ultimately of a large development of traffic.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2129 T.

SIMLA, 25*th April* 1890.

From the DIRECTOR-GENERAL of TELEGRAPHS to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 17th April, on the subject of the alterations in the Inland Telegraph Tariff suggested by the Bengal Chamber of Commerce, and to inform you that the representations of the Bombay Chamber of Commerce shall receive full consideration, and be laid before the Government of India in due course.—I have, &c.,

W. R. BROOKE, Director-General of Telegraph.

No. 237 T.

SIMLA, 24*th July* 1890.

GOVERNMENT of INDIA, Public Works Department, Civil Works, and Telegraph.

The following, with copy of the letter from the Director-General of Telegraphs referred to, is forwarded to the Secretary, Chamber of Commerce, Bombay, for information with reference to his letter to the address of the Director-General of Telegraphs, dated the 17th April 1890.

C. VINCENT,

Under-Secretary to the Government of India.

No. 236 T.

24*th July* 1890.

From the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, to the SECRETARY to the BENGAL CHAMBER of COMMERCE, Calcutta.

The Director-General of Telegraphs has forwarded to the Government of India a copy of your letter, No. 391 of 1890, dated the 9th May 1890, and of the correspondence referred to therein, suggesting an alteration in the method of charging for inland telegrams.

2. The accompanying copy of a letter from the Director-General of Telegraphs, No. 30 T., dated the 25th June, 1890, contains the views of that officer on the subject. The arguments adduced in that letter against the proposed reduction of the telegraph tariff are forcible, but before passing final orders on the case the Government of India will be glad to know if the Chamber of Commerce can adduce any arguments to rebut or disprove those of the Director-General of Telegraphs.

3. A copy of this letter and of its enclosure has been forwarded direct to the Madras, Bombay, Coconada, and Upper India Chambers of Commerce for information.

No. 30 T.

25th June 1890.

From W. R. BROOKE, Esq., Director General of Telegraphs, to the SECRETARY to the GOVERNMENT of INDIA, P. W. Department.

In continuation of my letter No. 4 T., dated the 25th April last, I have the honour to submit copies of the correspondence which convey the approval of the Chambers of Commerce of Bombay, Madras, Coconada, Upper India (Cawnpur) and Cochin to the alteration in the method of charging for Inland telegrams, suggested by the Bengal Chamber of Commerce and already communicated to Government in my letter above referred to.

2. This proposal is briefly as follows : instead of, as at present, no charge being made for the address and eight words of text being allowed in the minimum charge for a telegram, it is suggested that the free address should be abolished, and that the number of words to be sent for the minimum of charge should be sixteen, these words being distributed at pleasure between address and text according to the requirements of the sender.

3. The following advantages are claimed for the change :— (1) That it would benefit the public by increasing the average number of words of text to be sent for the minimum charge ; (2) that, owing to this economy, it would tend to popularise and stimulate the use of the wires ; (3) that, by giving the public an inducement to study brevity in wording the addresses of telegrams it would relieve the Telegraph Department from carrying free a large quantity of unnecessary matter in the shape of superfluous words now included in addresses ; (4) that it would encourage the registration of addresses, thus giving the Telegraph Department an increased revenue from registration fees, and affording increased security in the delivery of messages. It is further suggested that the change might have the effect of restricting the use of abbreviated code in Inland telegrams, and that it would put a stop to an abuse, believed to exist to some extent under the present system, of superfluous words being included in the address with a code or concealed meaning, the proper place for such words being the text of the telegram.

4. The concession of a free address in Indian telegrams was first granted on the 1st January 1872, and it was based on the desirability of simplifying the mode of counting the number of chargeable words in telegrams, and of reducing the number of telegrams undelivered owing to insufficiency of address. One of the earliest references to the subject will be found in paragraph 139 of the Administration Report of the Telegraph Department for the four years ending March 1871, and the objects then in view have undoubtedly been secured to a very great extent during the eighteen years that have since elapsed.

5. The free address eliminates from the calculation of the cost of a telegram, the vernacular names of persons and places, the manner of writing which in Roman character varies greatly in the case of natives. With no charge for the address there is no temptation to unduly combine two or three names together into one word, though, even as things now are, some native names in the address of telegrams are

extremely long and difficult to transmit correctly. With the address charged for, however, there can be no doubt combination of two or three words into one would largely prevail, abuses, as distinguished from legitimate combinations, would be difficult to detect, and, any attempt to do so, would not only lead to friction between the Telegraph office and senders, but would have the effect of throwing doubt on the proper charge for telegrams, a very undesirable result, in this country, where so many messages are tendered for despatch by illiterate servants and not by the senders themselves.

6. The second object in view in granting the free address was to secure sufficient indications to enable the Telegraph Department to deliver telegrams both promptly and correctly. The delivery of telegrams in India unavoidably labours under many disadvantages in comparison with similar work in Europe. The messengers employed are generally inferior to those of Europe in intelligence and activity, with rare exceptions they are unable to read English, and the distances they have to travel are greater. Again, in India large number of natives bear the same, or closely approximating names, the numbering and naming of streets and lanes is still far behind the European standard, in many cities the mercantile community inhabit densely populated and tortuous bazaars, involving most intricate addresses, and finally, to the great mass of native senders of telegrams, English is a foreign language in which they have difficulty in expressing themselves, and have often to trust the diction of their messages to most illiterate and inaccurate translators. These, and many other reasons that might be mentioned, all point to the great importance to the Telegraph Department of securing as good an address as possible on every telegram, and to the risk that would be run in adopting any system that would afford a pecuniary inducement to the curtailment of addresses. It must be remembered that an undelivered telegram is not only useless to the sender and receiver, and often a source of great indirect loss and anxiety, but it also throws work and expense on the Telegraph Department, which in its own interests, as well as in those of the public, strives its utmost to reduce such telegrams to a minimum.

7. Unfortunately, in spite of the free address, the number of undelivered telegrams is much greater than is desirable. In 1886-87 the number was 11,076 ; in 1887-88, 13,119 ; in 1888-89, 13,555 ; and insufficient or inaccurate addresses of natives account for the great majority of the non-deliveries. A recent scrutiny showed that out of a batch of undelivered telegrams of all kinds 75 per cent. were despatched by and addressed to natives.

8. It will be understood from the foregoing that in respect to this proposal of the Bengal Chamber of Commerce the interests of Europeans and natives are not altogether in common, and this will be brought out clearly by the following facts, which have been ascertained at considerable labour by the examination of a large number of telegrams from all parts of the country. It may first be stated that a test examination of the entire private Inland telegrams, sent from Government office in India and Burma for one day, has brought out the result that the traffic is contributed in almost exactly the following proportions. Europeans and Eurasians 40 per cent., natives 60 per cent. As Europeans have on an average larger individual transactions, and therefore send more telegrams per man than natives, the number of

actual senders of telegrams would show a still greater preponderance on the part of the natives. The natives therefore form the great majority of customers of the Department, a majority which is moreover steadily increasing with the opening up, by the aid of the agency of the Post Office, of telegraph communication with numbers of purely native towns.

9. The examination of the length of addresses used by Europeans and Natives in private Inland telegrams gives the following results as averages of a large number of telegrams, it being understood that the telegraph station of origin is not included, as it is treated by the Department as a service indication—

European mercantile telegrams	7-09	words in the	address.	
Ditto social	ditto	9-33	ditto	ditto.
Native mercantile	ditto	10-21	ditto	ditto.
Ditto social	ditto	10-78	ditto	ditto.

Social messages form but a very small proportion of the total number of private telegrams, and it will therefore be sufficient to consider the case of mercantile messages only. It will be seen that without any recourse to greater brevity in the address than is now practised the European would gain, for the minimum charge, one word on the average, in the text, and the Native would lose two words if the proposal of the Bengal Chamber of Commerce were adopted.

10. It is impossible to forecast to what extent compression would be practised, were the address charged for, but, as regards European firms which have dealings with other countries, it must be noted that they have already registered, almost without exception, abbreviated addresses, and that they would certainly adopt the use of these addresses as they are at liberty to do without extra charge, in their Inland telegraphic business. This would enable them to effect an important saving in the length of their addresses, it being quite practicable for them to reduce the address to three words thus gaining no less than five words of text for the minimum charge. Initials, the words "Messrs.", "Esquire," and "Co.", &c., would no doubt also be dropped to a great extent not only by merchants but by the public generally, and what is more important to the Telegraph Department, people would trust to their being well known, or that their names would be found in the Directory and would omit or curtail particulars of their residences. It is true that the rules provide for the address containing all information necessary for the dealing of a telegram and stipulate that the sender supports the consequence of insufficiency of address, but the booking clerk or signaller at a distant station is not in a good position to judge of the sufficiency or otherwise of an address, and he is practically obliged to accept the sender's opinion on this point. On the whole, it may be safely predicted that in European addresses considerable compression will be practised, and that to some extent, this compression will be productive of delay and difficulty in the correct delivery of telegrams.

11. In the case of the Native and public, compression will also no doubt follow on a charge being levied for the address, but the results will undoubtedly be more serious, both to the sender and receiver and to the Telegraph Department. So few native firms have telegraphic dealings with other countries, that, as a class they have not had

hitherto any incentive to register their addresses for the sake of economy as Europeans have. To register at a cost of Rs. 10 per annum for Inland Traffic only would be a course that would commend itself to but very few Native senders, the bulk of whom, are as compared with Europeans, casual and unfrequent employer, of the telegraph ; and economies in the cost of the telegraphing will therefore mainly be confined to curtailment of addresses of telegrams. In doing this the native sender starts at a disadvantage with the European. To place himself in as good a position as he now holds in respect to text words, he would have on the average to curtail his address by two words, while to gain anything on his present position, he would have to carry curtailment still further at great risk to the delivery of his message.

12. To estimate the effect on the revenue of the Department of the proposal of the Bengal Chamber, it may be stated that the average number of chargeable words in Inland private messages during the year 1889-90 was 10·19, all messages containing less than eight words of text being considered to have eight words, *i.e.*, the full amount that might have been sent for the money. The value of these messages was Rs. 21,98,118, and supposing that the average number of chargeable words to be brought down by curtailment of address by one word, the loss would have been roughly one-tenth, say Rs. 2,00,000. Supposing the extreme and obviously impossible case that every telegram were to be curtailed to the minimun charge of its class, the telegrams 21,66,856 in number, would have produced Rs. 17,59,969, a loss of Rs. 4,38,149, and this is the maximum loss that could have been incurred. Two lakhs does not seem to be an improbable estimate of the loss that would result from a trial of the proposed system.

13. The question now to be considered is whether the concession would, as anticipated by the Bengal and other Chambers of Commerce, *vide* paragraph 3 of this letter, popularise the tariff and stimulate traffic to an extent to compensate for this loss. After careful consideration, I am of opinion that the concession, though it would undoubtedly enable economies to be effected by European senders of messages, is not one of sufficient importance to affect to any appreciable extent the number of telegrams sent, and that it would therefore afford but little stimulus to traffic. With respect to the Natives I believe the change would on the whole act adversely, and that it would prove in practice unpopular with them, both as interfering with the simplicity of the present tariff, and as tending to increase the risk of their messages being undelivered. I am also of opinion that it would have little effect in inducing native senders of messages to register abbreviated addresses and that any revenue the Telegraph Department would gain from fees for abbreviated addresses, would be insignificant compared with the loss of revenue it would sustain from the increase of the number of text words in telegrams that could be sent for the minimum charge. I do not think, moreover, that the change would bring about any material replacement of code by plain language as suggested by the Bengal Chamber. With regard to the remark of the Coconada Chamber, as to the abuses believed to exist by code words properly belonging to the text of the messages being inserted in the address, I have only to state that I have no evidence of these abuses, and that if they do exist, it can only be to a most trifling extent.

14. Another point to be dealt with in connection with this proposal is that the present system of free address is wasteful and imposes much unnecessary work on the Telegraph Department. The investigation that has been made does not bear this out. We may reasonably assume that the mercantile telegrams of Europeans containing an average of 7 words in the address, do not, as a class, impose unnecessary work on the Telegraph Department. Obviously superfluous titles and designations are, under existing orders of the Department, struck out of addresses already by Telegraph offices, and in respect to initials, the full titles of firms, &c., it must always be remembered that accurate names and addresses are of extreme value to the public in preventing telegrams being misdelivered and opened by mistake by persons with somewhat similar names. Although, therefore, as I have indicated above, the average of seven words in the address of European mercantile telegrams can no doubt be considerably lessened, if a pecuniary inducement is offered to do so, it by no means follows that, from the point of view, either of the Telegraph Department or the public, the present average of seven words is unduly long and, if seven words is a fair average in the case of Europeans, ten words appear to be by no means unreasonable in the case of Natives, with their longer names and intricate addresses. The non-delivery of any urgent or ordinary telegram involves the despatch of a service telegram by the Telegraph Department to the sender, intimating the fact to him, and it also involves a good deal of time and trouble in sending the telegram out for delivery two or three times, as well as the institution of local enquiries. For these reasons and with a laudable desire to serve the public to the utmost, the Telegraph Department would much prefer to carry an unnecessary word or two in the address than not deliver a telegram, and it has no reason to complain of the average length of the addresses now sent, while admitting that occasional abuses of the length of the address do take place.

15. The Bengal Chamber of Commerce has put forward the contention that that portion of the public which is fortunate enough to have a short address, and which therefore imposes less work on the Telegraph Department than people with long addresses do should be compensated by an increased number of words in the text, and on the other hand that persons with long addresses should pay the penalty for the trouble they impose on the Telegraph Department. Were the conditions of India similar to those of England, this contention would receive my cordial support on the broad principle, which may be taken as a canon of telegraphy that all the contents of a telegram inserted by the sender in his own interest should be paid for by him; but as I have endeavoured to show above the conditions under which the natives of India employ the telegraph are different from those which obtain in England, and this being the case, and the natives constituting the largest, and probably the poorest, class of our customers, I regret I cannot recommend Government to sanction the proposal of the Bengal Chamber of Commerce, influentially supported as it is by most of the other leading Chambers of Commerce in India.

16. It only remains in conclusion for me to invite attention to the letters from the Bombay and Madras Chambers of Commerce on the general question of reducing the tariff. Both these Chambers have within the last three years addressed the Government of India on

the subject and I would solicit a reference to a note (which is on record in your office) on the subject of the Inland tariff, prepared in this office in March 1887, in connection with the application of the Madras Chamber. There is little to be added to that note, the general conditions at present are much the same and we have considerable reductions in foreign tariffs in immediate contemplation. Moreover, the Inland private traffic during 1889-90 has, I regret to say, not maintained the rapid advance it has been making of late years. Notwithstanding that the number of offices has increased by 83, the receipts under this head have only increased 2·09 per cent. over the results of the previous year against an average annual progressive increase during the previous five years of 9·54 per cent. I trust that this check is only temporary, but the time is not I consider opportune for considering a reduction in the present Inland tariff, and it must always be borne in mind in connection with this question that any considerable reduction of the tariff would involve large increases to our wires, and to our establishments, to enable us to deal satisfactorily with the additional work. I anticipate considerable expenditure in these directions in connection with the proposed reductions in the Australian tariffs.

17. The chairman of the Madras Chamber of Commerce refers to the extremely low Indian postal tariff as furnishing some argument in favour, as compared with the English postal and telegraph tariffs of a lower minimum telegraph tariff than eight annas. The fallacy of any comparison between postal and telegraph tariff has been frequently exposed, but the following extract from an article by Mr. Norman Green, the President of the Western Union Telegraph Company in America, and by far the largest telegraph system in the world, seems to me to be so much to the point in emphasizing how important a factor distance is in the cost of telegraphy that I cannot close my letter better than by quoting it.

"Telegraphy cannot be made so cheap that individuals can use it as freely as a means of communication as they do the Post Office. The public have never been educated as to the cost of the telegraph service. It costs one-half a cent. a word for each operator who handles a message. For the operating services alone it takes two operators to send a message anywhere, and you have to add an additional operator for every 500 miles distance so that if you send a message 3,500 miles it takes about seven operators. If it were not for the automatic repeater that can be worked by the attendance of one operator instead of two to receive and resend the message, the number would be that much greater. So that it is a great mistake to imagine that distance is not an important factor in the cost of transmitting a telegram. We not only have an additional operator for each 500 miles, but the multiple of cost in maintaining the lines, the battery, everything in fact except stationery and delivery service."

In future modifications of the Indian Telegraph Tariff it is a point not to be lost sight of that no fair comparison can be instituted between the tariff of a telegraph system extending over the immense area of India and Burma, and those of systems confined to small thickly populated and highly civilised countries.

BOMBAY CHAMBER OF COMMERCE, *1st November* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Civil Works, Telegraphs, Simla.

SIR,—I have the honor to acknowledge the receipt of your memorandum, No. 237 T, of the 24th July last, giving cover to

(1) copy of a letter under date of 24th idem, to the Bengal Chamber of Commerce, and

(2) copy of a printed communication No. 30 T, of 25th June, 1890, addressed to the Government of India, by the Director General of Telegraphs, on the subject of the Bengal Chamber's suggestion respecting an alteration in the method of charging for inland telegrams.

2. My Committee have given careful consideration to the arguments adduced in the Director-General's communication under notice, but they respectfully submit that there is nothing in that document to refute the statement made in the Chamber's letter of 17th April 1890, "that the alteration would in no way endanger the revenue of the department." My Committee, however, feel that there is some force in the Director-General's arguments against the abolition of free addresses on account of the inconvenience that might in consequence be caused to the Telegraph Department in the delivery of messages. They would, however, urge that those who principally use the telegraph, and are willing to register the names and addresses of their agents and persuade their correspondents to do the same, should reap some advantage. This might be done by allowing an extra four words in the body of the telegram when the addressee's name has been registered; and for the present, as a tentative measure, the registration fee might be reduced to Rs. 5. My Committee cannot agree with the Director-General in his forebodings of the loss of revenue the department would sustain by the increase in the number of text words that could be sent for the minimum charge. They believe that the revenue would not suffer, as senders would be induced to use longer messages giving fuller information.

3. With regard to "urgent" messages, referred to in this Chamber's letter of 15th August, 1888, my Committee still consider that a reduction in their cost would be pro-

ductive ultimately of a large development of this particular traffic, and they would respectfully urge that the question may again be reconsidered, as they are of the opinion that the cost of such messages is out of all proportion to the cost of telegraphing in other civilized countries. My Committee feel so strongly on this point that rather than see the present rates maintained, they would urge Government to ascertain if the public really prefer the present system of "urgent" and "ordinary" messages, or whether they would not be content to have the former done away with entirely, and be satisfied with two descriptions of messages, the "ordinary" and "deferred."—I have, &c.,

L. R. W. FORREST, Chairman.

No. 948 OF 1890.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *24th September* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed by my Committee to hand you herewith printed copy of this Chamber's letter to the Government of India, No. 837 of 1890 of the 28th August last, on the subject of cheapening of Indian Telegrams.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 837 OF 1890.

CIVIL WORKS.
Telegraph.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *28th August* 1890.

From S. E. J. CLARKE, ESQ., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,—The Committee of the Chamber of Commerce instruct me to acknowledge the receipt of your letter No. 236 T., dated the 24th July ultimo, giving cover to a letter No. 30 T., dated the 25th June last, from the Director-General of Telegraphs. In that letter the Director-General reviews the correspondence on the subject of the suggestion put forward by this Chamber that in Inland Telegraphic Messages the number of words to the Rupee should be sixteen including the address, instead of, as at present eight words with the address free. As the subject is an important one, and as the Director-

General has dealt with it at length, I am instructed to offer in reply the following remarks on his letter :—

2. In paragraph 5 an apprehension is expressed that with a charge for an address there would arise a custom of combining two or three words into one. If this were done the Director-General anticipates the prevalence of abuses which would be difficult to detect, friction between the Telegraph Department and its customers and doubt as to the proper charge for telegrams. The Committee do not share these apprehensions and do not know upon what facts they can be based. They incline to the belief that senders of telegrams would not risk the non-delivery of their messages by unduly curtailing, or by deliberately confusing the addresses. If they did resort to such practices it would be at their own risk. A very brief experience of the evil effects which would result would go a long way to convince native senders of telegrams as to the wisdom of eschewing illegitimate combinations of words. Incidentally, however, the Director-General has strengthened the position of the Chamber by bearing testimony to the fact that "even as things now are, some native names in the address of telegrams are extremely long and difficult to transmit correctly." It is this state of things, amongst others, which it is the effort of the Chamber to remedy. It occurs to the Committee that a necessary corollary to a charge for every word must be the limitation of the maximum number of letters which a word may contain. The introduction of a rule of this kind appears from the statement of the Director-General to be urgently needed, and the only question to be considered is, whether, if addresses are regulated as they must be, the benefit should not be given to the body of the message itself. The Committee venture to think that the re-arrangement of the messages they have suggested will very considerably facilitate the attainment of the objects which, in paragraph 6, the Director-General declares it is of great importance to the department to secure.

3. The Committee sympathise with the complaint made by the Director-General in paragraph 7, that the number of undelivered messages had increased from 11,076 in 1886-87 to 13,555 in 1888-89, and that 75 per cent. of these undelivered telegrams were despatched by, and addressed to, natives. The inference drawn in the succeeding paragraph seems to be that if addresses are not charged for the number of undelivered messages will be largely increased but the Committee would point out that at present their experience shows that natives make scarcely any attempt to compress an address, every word that can be inserted in the address of a letter is almost certain to be used in the address of a native telegram. The idea apparent is that to curtail the address is to show the addressee some of kind disrespect : there is room, therefore, for a very large amount of legitimate compression. The Director-General is of opinion that natives would not be disposed to follow the European system of registering addresses, but the Committee believe from the statement made to them by native friends that, if an effort were made to induce natives to register addresses the results would be satisfactory. The registration fee of Rs. 10 per annum at present levied, doubtless scares the majority of native customers of the telegraph, but if the fee were reasonably reduced to say Rs. 2 for Inland messages, and natives found that by registration they could get more value for their money, they would adopt the

system to a large and satisfactory extent. The question is in fact one of convenience and cheapness, and so far as the Department is concerned, there can be no doubt, that the use of the system of registering addresses by the native trading community will insure correct delivery.

4. The Committee are unable to follow the calculation made in paragraph 12. Instead of a loss of two lakhs it appears to them there would be a saving of that amount, and they would ask to be excused if they set out the figures upon which they base this conclusion. But if it was a fact that there would be a loss of two lakhs it would mean that at present the public are made to spend more on telegrams than there is need for by just that amount.

In paragraph 12 the number of chargeable words is given as 10·19. In paragraph 9 the average number of free address words in European mercantile telegrams is 7·09 and similar native telegrams 10·21. Putting together the results given by the Director-General the Committee find :—

	Free.	Chargeable.	Average per message.
European	... 7·09	10·19	17·28
Native	... 10·21	10·19	20·40

This scarcely bears out the inference in paragraphs 10 and 11 that a readustment of words between the address and the message proper would be unfair to the natives.

In paragraph 8 the Director-General deduces from an examination of one day's traffic, the result that Europeans and Eurasians contribute 40 per cent., and natives 60 per cent. of the traffic. The calculation would then be—

$$\left.\begin{array}{l} 40\% \ @ \ 17{\cdot}28 = 6{\cdot}91 \\ 60\% \ @ \ 20{\cdot}40 = 12{\cdot}24 \end{array}\right\} = 19{\cdot}15$$

words per message.

If it be accepted that the registration of addresses reduced the number of address words to Europeans 4 and natives 5 then the result would be as under :—

Europeans ... 10·19+4=14·19
Natives ... 10·19+5=15·19

$$\left.\begin{array}{l} 40\% \ \text{European} \ @ \ 14{\cdot}19 = 5{\cdot}676 \\ 60\% \ \text{Native} \ @ \ 15{\cdot}19 = 9{\cdot}114 \end{array}\right\} = 14{\cdot}79$$

Number of words per message as shown above =19·15
Number of addresses registered =14·79

or saving in words telegraphed by Government or in value given to the public=4·36 words. If the view be taken that this saving would be about equally divided in value to the public, and cheapening of work to Government, say 2·18 words to each, then the number of words in a message would be reduced in round numbers to 17.

In paragraph 12 the number of messages is given at 21,66,856 which, at an average of 19 words, will give 4,11,70,264 words, and a saving of 2 words per message would mean a saving of 43,33,712 words

or nearly 10 per cent. on the work of transmission. Presuming the number of words wired, bears a direct relation to cost, and taking the value from paragraph 12 then—

The revenue was	...	...	Rs. 21,98,118
If Government earned 10% ...		...	„ 2,19,811
The cost of working was	...	..	„ 19,78,307

and the saving of 2 words per message as shown above would amount to 10% of this amount or to Rs. 1,97,830. The Committee venture to think that a reconsideration of the subject will show that the anticipation of loss expressed by the Director-General may be largely modified.

5. In paragraph 13 Mr. Brooke takes an extremely pessimist view of any reforms in the direction suggested by this Chamber. He thinks the concession asked for would afford but little stimulus to traffic, yet in the last sentences of paragraph 16, he remarks—"that any considerable reduction of the tariff would involve large increases to our wires and to our establishment to enable us to deal satisfactorily with the additional work." The statements, appear to conflict with each other, and in the latter Mr. Brooke must be held to concede that the suggestion of the Chambers of Commerce would make the Telegraph Department more useful, and would, in consequence, bring to it a substantial increase of traffic. Mr. Brooke points out that the increase in traffic last year was only 2·09 per cent. against an increase of 9·54 per cent. the annual progressive increase during the previous 5 years, and this although a number of offices has increased by 83 during last year. This would seem to point out that, some inducement must be held out to the public to produce a further growth of traffic. The Committee note with satisfaction that the accounts of the Department for 1888-89, show according to the last Budget Statement a surplus of Rx. 38,056, so that the Department is in a position to make a substantial concession without subjecting itself to the risk of loss on its working. But referring to paragraph 14 where Mr. Brooke contends that "an average of 7 words in the address do not impose unnecessary work on the Telegraph Department," the Committee cannot but point out the discrepancy between such a statement and the experience of Mr. Norman Green, President of the Western Union Telegraph Co. in America. It would seem to use Mr. Green's words that the Telegraph Department in India as well as the "public"—"have never been educated as to the cost of Telegraph Service." Mr. Green remarks that—"it costs one-half a cent a word for each operator who handles a message, for the operating services alone it takes two operators to send a message anywhere," therefore, it costs one cent per word for operating only to send the message anywhere, and applying this to the addresses of Indian telegrams, such addresses in the case of European messages must cost at present 7 cents, and in the case of native messages 10 cents or the equivalent of this charge.

It will not have escaped the attention of the Government of India that for several years past there has been a general and increasingly strong movement all over the world to secure cheaper means of

correspondence both by post and telegraph. The matter has been brought to the notice of Government in various communications from this Chamber. It has spread to China, it has found powerful exposition in America, it has embraced Australian and Indian postage, it has brought into prominence suggested new routes of communication, and it has found ultimate expression in a suggestion for an Ocean penny postage. So wide a movement must be taken and accepted as representing a want everywhere felt, and a necessity everywhere pressing upon trade and mercantile transactions especially. Government will no doubt be able to bear out the statement of the Committee that in all countries the telegraph is for business purposes rapidly superseding the post. The figures given by Mr. Brooke show to what an extent the natives are availing themselves of the telegraph. The Committee are unable to follow an argument which would resist a reform in the direction of cheapening Indian telegrams on the ground that mercantile business, because it happens to be largely in the hands of Europeans, would benefit. Rather they hold that where a result must be confessedly beneficial it should be the aim of the Department to bring that result about. Where a movement, such as that spoken of above, is well known and recognised, it should not be ignored in India. Rather it should be admitted that by participating in a general effort to cheapen communications a backward country like India is taking a sure step in advance and a step which shall increase the progress and development of trade.

In England the rate for Inland messages is now the easily calculated tariff of one-half penny per word, with a minimum of six pence, addresses being charged for.

In India, what the Committee would like to see would be a tariff for ordinary messages of one anna a word with a minimum of one rupee and addresses charged for. They would not disturb the present classification of messages into urgent, ordinary and deferred, with separate rates for each class.

They are convinced that the more the cost of telegraphing is lessened the more the telegraph will be used, and while they admit the force of the remark that no fair comparison can be instituted between the telegraphic requirements of England and India, they would strongly urge that India is very far indeed from having reached anything like a telegraphic service adequate to requirements of the people or the necessities of its rapidly expanding commerce.

In conclusion I am directed to say that the Committee are extremely sensible of the courtesy of the Government of India in thus giving this Chamber an opportunity of commenting upon the letter of the Director-General before passing final orders on the suggestion put forward in my letter No. 197-90, dated 14th March last. They trust they have given reasons for their differing in opinion from the Director-General. The matter is one of considerable importance not only to the trading community but to the public at large, since it must directly affect the value of the Telegraph Department as a public convenience.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *3rd November* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—With reference to your letter No. 948 of the 24th September and its accompaniment, I now beg to forward herewith, for the information of your Chamber, a copy of a further letter addressed by my Committee to the Government of India, Public Works Department, on the subject of the cheapening of Indian Telegrams.—I am, &c.,

L. R. W. FORREST, Chairman.

No. 350 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

CALCUTTA, 10*th December* 1890.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR, I am directed to acknowledge the receipt of your letter, dated the 1st November 1890, dealing with the subject of the communication made to the Government of India by the Bengal Chamber of Commerce regarding alterations in the method of charging for Inland telegrams.

2. In reply, I am to forward herewith a copy of a further letter, No. 57 T. of 8th October 1890, addressed to Government by the Director-General of Telegraphs, dealing with the representations made by the Bengal Chamber. Paras. 6 and 7 of that letter treat of the question of affording additional facilities for the registration of abbreviated addresses referred to in para. 2 of your letter under reply, and I am to observe that the Government of India concurs fully in the arguments of the Director-General and considers them conclusive against the change proposed.

3. In para. 3 of your letter a reduction in the rate for urgent telegrams or the abolition of this class of message altogether is advocated, on the ground that the cost of such messages is out of all proportion to the cost of telegraphing in other civilised countries. With regard to this I am to say that the extent to which the convenience gained by obtaining precedence for messages is appreciated by the public, can only be accurately gauged by an examination of the number of telegrams so sent. In 1889-90 the following were the number of Private and Press telegrams sent in the three classes :—

	Urgent.	Ordinary.	Deferred.
Private.....	120,450	971,733	1,074,673
Press	1,435	7,462	15,892

These figures show clearly that the urgent class of message does meet a definite want, and so long as this is so there would appear to be no gain to public convenience by abolishing this class, but rather the reverse.

4. I am to add, for the information of your Chamber, that the question of a general reduction in the existing rates for Inland telegrams is under consideration, and that Government is favourably disposed towards such a step, provided that general financial considerations admit of it. Proposals to lower considerably the transit rate for trans-Indian telegrams have, however, been accepted recently in connection with a general lowering of rates to Australia and other countries, and until the extent to which this reduction will affect the revenue of the Telegraph Department has been ascertained, it will not be possible, having regard to the finances of the Empire generally, to give effect to any scheme for lowering the rates for Inland telegrams. —I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

No. 351 T.

Copy, with copy of the letter replied to, and of the one from the Secretary to the Bengal Chamber of Commerce, No. 1137—90, dated the 28th November 1890, is forwarded to the Director-General of Telegraphs for information, in continuation of correspondence ending with Public Works Department letter No. 343 T., dated the 28th November 1890.

C. VINCENT,
Under-Secretary to the Government of India.

No. 57 T.

SIMLA, *8th October* 1890.

From the DIRECTOR-GENERAL of TELEGRAPHS to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,—I have the honour to acknowledge the receipt of your letter No. 277 T., dated 6th September, forwarding for comment a letter dated the 28th August, from the Secretary to the Bengal Chamber of Commerce, on the subject of the modifications in the Inland telegraph tariff lately suggested by the Chamber.

2. Having so fully laid my views before Government, it will be unnecessary for me to repeat the arguments I have already used, and I will therefore confine myself to touching upon the main points raised by the Chamber.

3. In paragraph 2, the Chamber points out the necessity for a limitation in the number of letters to be sent for one word. A rule with this object is already in existence (see Telegraph Guide, Section IV, Rule 11) and has been so since the telegraph was first established in India. Six syllables is the limit fixed, but such a limit, which

must necessarily be fixed high to admit legitimate words of a language, would not in itself provide much protection against illegitimate combinations of short words, and it would be obviously confusing and impracticable to fix two limits of length, one for words in the address, and one for words in the body of message. The broad rule is that combinations against the usage of the language are inadmissible, but the usage in respect to proper names, and especially to the proper names of natives or native localities, is always a difficult matter. We therefore accept them as they are written, in accordance with the International rules, but by our present simple regulations of allowing a free address, there is no temptation on the part of senders to effect economies by inconvenient and unusual combinations.

4. The great objection, however, to the abolition of the free address, is the danger of curtailment of addresses. I have entered fully into this subject in my letter of the 25th June, and I have little to add thereto. One objection however which I did not bring forward, is that all deferred messages, *i.e.*, nearly one-half the total number of inland private messages, are delivered by postmen on their ordinary rounds delivering letters. The address on the envelope is the exact reproduction of what the sender has written on the original telegram. The telegrams are treated as ordinary letters, no receipt being taken from the addressee, and there is therefore no proof of correct delivery to the proper person. These being the conditions of delivery, it can easily be understood how the task of the postal peon would be increased, and what danger there would be of serious delay, of delivery to the wrong person, or of failure to deliver altogether, if the address on the envelope were insufficient to allow of the postman sorting a message at once into its proper place among his bundle of letters, and of delivering it on his beat without the necessity of enquires and *détours*. Even with the free address, 3,443 undelivered telegrams were returned by the Dead Letter Office in 1889-90, and were there a pecuniary inducement of saving an anna on every word curtailed from an address, there can be no question, to my mind, that curtailment would be largely availed of.

5. The Chamber is of opinion that there is room for considerable compression in native addresses, and that many of the words are merely complimentary. I have already expressed my opinion on this point in paragraph 14 of my letter of the 25th June. I doubt very much the room for any considerable compression that would be safe, while as stated above I feel convinced that, to make petty economies, curtailment would often be had recourse to, to the danger of prompt delivery. In fact, insufficiency of address on telegrams is a well known difficulty for telegraph administrations and telegraph companies all over the world, as shown by the rules on the subject that each administration has to make. In spite of such rules, however, there is an apparently irresistible tendency among the public to trust to their correspondents being well known and to run the risk of a short address. We have ample experience of this in our Foreign Traffic, and I may mention incidentally that the columns of the London *Times* have only recently contained many letters on this very subject. The English Post Office rule (No. 46) prescribes that "the address on telegrams should be sufficient to effect delivery "without difficulty and without reference to Directories, the number

"of the house and the name of the street being given whenever "possible"; in the face of this rule grievances were ventilated in the *Times*, of the shortcomings of the Post Office, because delivery was not effected when the address consisted of only a surname and a large town, the arguments used being that the persons were well known or that the name was uncommon, &c., &c. I only mention these matters in proof of the difficulties experienced in England, and with native names, native addresses and native peons as messengers, it can readily be understood how much greater risks would be run in India, were we to revert to the rule of charging for the address, a rule deliberately abandoned many years ago as unsuited to the country.

6. The remedy suggested by the Chamber for the removal, to a great exent, of the disadvantages resulting from their proposal, is that the system of abbreviated registered addresses should be largely developed, and a reduced fee charged. This system, fulfilling as it does a want of the public in the case of costly foreign telegrams, the number of which is restricted, has been found in England to possess many disadvantages, both to the public and the telegraph service, when extended to cheap inland traffic. To such an extent is this the case, that the authorities in England found it necessary, as a result of charging for the address in inland messages, to insert the following note to Rule 45: "*N.B.*—The registration of abbreviated addresses is not recommended. It would be much better if in all cases full addresses were used." The following extract from one of the official reports of the Post Master General to the Lords of the Treasury gives further explanation on this point:

"The system of abbreviated addresses is one which has gradually grown up in connection with the Telegraph service; it is adopted by all the Sub-marine Cable Companies, and it had its origin in the desire of the Public to effect a saving in the somewhat heavy charge for foreign telegrams. So long as the system was kept within moderate bounds, and was confined chiefly to the receiving of foreign telegrams it was undoubtedly of great advantage to the public, and as the limited number of names came to be well known to the officials, very little delay was occasioned in dealing with the messages. But now that the system has had such a wide expansion, it has entirely lost its special character, and although the Department does not now contemplate imposing any restriction, it should be clearly understood that the Post Office does not recommend the registration of abbreviated addresses, and it may have hereafter to modify the arrangement. It is impossible for the officers to remember the addresses now registered, and the system, therefore, involves references to records which can have no other effect than to delay the messages. It would be much more to the advantage of the public to have their inland messages addressed in such a manner as would secure their immediate delivery without reference to records."

7. I need hardly add much to these extracts. If the system, as applied to Inland messages, is so unsatisfactory in England, with its highly educated population, it would be unquestionably more so in India amongst a population to whom English is a foreign language, and which is only beginning to understand and use telegraphy. To some few large native firms at Presidency towns and at other great centres of commerce, the use of abbreviated code addresses might be some con-

venience, but by the petty traders scattered over the country, very little advantage would probably be taken of the facility offered, no matter how low the amount of the annual fee was fixed. Another point in connection with the system is that it is mainly useful to large firms with fixed addresses ; and in a country like India, were, except at the large towns, the community, especially in the busy cold season, is so much on the move, weather for business, official duty, pilgrimages, pleasure, &c., the value of the registered address system is much reduced, as an abbreviated address is only applicable to one town, and an extra fee is necessarily leviable for every alteration of address. With regard to the fee charged for registering an abbreviated address for one year, it is Rs. 10 in India, as compared with £1-1 in England and 40 francs in France. After careful consideration, I am not of opinion that the fee, as now levied in India, could be reduced for inland messages, considering the work and responsibility these abbreviated addresses involve ; and rather than recommend a reduction of the fee, I endorse the opinion of the British Post Office that it would be advantageous to the Public to address their inland messages in such a manner that they can be delivered without reference to registers, &c.

8. With reference to the calculations in paragraph 4 of the Chamber's letter, I have to point out that the present minimum unit of charge for a telegram is for eight words of text, and that one anna, two annas, and four annas are respectively added in deferred, ordinary and urgent messages, for each additional word of text. In 1889-90, 2,166,856 private messages charged under this rule produced a revenue of Rs. 21,98,118, the average number of text words per message being 10·19, on the understanding that all messages containing less than eight words of text were calculated as if they had contained eight words. The Chamber now estimates that if addresses were charged for, each telegram would consist on an average of 17 chargeable words, with a unit of charge fixed for 16 words instead of 8, and that for each word above 16, one anna, two annas or four annas would be added, as at present, according as the messages were deferred, ordinary, or urgent. On this basis the 2,166,856 messages would have produced Rs. 19,68 716, a reduction in revenue earned of Rs. 2,29,402. In paragraph 12 of my letter, I estimated two lakhs as the probable reduction in revenue if a trial was given of the proposed tariff. The reduction, by the Chamber's estimate, works out a little higher than mine, but I doubt whether the low average length of the address, which it has assumed, *viz.*, 4 words for Europeans, and 5 words for Natives, or an average of 4·6 words for all private addresses, would be ever likely to be realised in practice. Against this loss, there would be some small set-off for fees on abbreviated addresses, but it is not possible to make a forecast of what they would amount to, and they would certainly represent a very small sum compared to the loss of revenue above stated.

9. The next calculation of the Chamber is based upon two assumptions, (1) that the number of words transmitted bears a direct relation to cost, and (2) that a reduction of two words, or about one-tenth, in the average length of private messages would render possible a corresponding reduction in the cost of transmitting such telegrams. The Chamber further estimates that these economies might amount to Rs. 1,97,830. In reply to the above, it may be noted at the outset that a reduction of two words would not represent one-

tenth of the signalling work on each message, but rather less than one-twelfth, as, in addition to the message and its address, the equivalent of five to seven words has to be added for the time, date, station of origin and other service indications necessary.

10. Turning to the broader question raised, it is no doubt true, as Mr. Norman Green stated in the extract given in my letter of the 25th June, that the transmission of every word by telegraph represents a certain cost, an average of which might be struck for purposes of argument or illustration; but the simple conclusions, very naturally drawn by the Chamber from this extract, unfortunately do not by any means follow, and the problem is a very much more complex one. Instead of there being a direct proportionate relation between the cost of transmission of messages, and the number of words they contain, practical experience show that the relation is a very indirect one indeed. The late M. Vinchent, the Director-General of Belgian Telegraphs, a high authority, made investigations on this subject and his calculations prove that a small reduction in the average number of words in messages, as in the case in point, could have but an insignificant and quite disproportionate effect in producing sensible economies in cost of working. The converse case is of course true, and a small increase in the length of messages would be equally inoperative in affecting working expenses.

11. The truth of this conclusion can easily be recognised. Without entering tediously into the minutiæ of the question, it may be safely laid down as a well ascertained fact, that when all the preliminaries in connection with the transmission of a message have been gone through, the addition of one or two more words at the end of the address or of the text is comparatively a matter of very small account in increasing the cost of transmitting the telegram. A conclusive proof of this is found in the universal practice of all countries to fix a minimum charge for these cheap inland telegrams, with a liberal allowance of 12 to 20 words, and to consider all messages within that minimum on a par in respect to expense and trouble involved irrespective of the number of words they may contain. In India this minimum is eight words of text and a free address in addition. A slight alteration, *within narrow limits*, in the average length of telegrams, as in the case under consideration is, therefore, on a totally different footing, as regards its effect on working charges, from the cases of a great increase or decrease in the number of messages, and, in a lesser degree, of a similar material alteration in the average length of messages. In discussing radical changes of this kind it would of course be necessary to consider any scheme carefully in its bearing on the cost of working.

12. I do not, however, wish to underrate the benefits to the public of the reduction in work that might follow from realization of the suggestion of the Bengal Chamber of Commerce. The slight shortening of the messages would perhaps make itself felt in a moderate acceleration of traffic generally, but as the few seconds of the time of the signallers, saved on each message, would be acquired in infinitesimal quantities and would be spread over an immense area of operations among a staff distributed in many hundred offices, it can easily be understood how small a proportion of this aggregate time would be effectively available to carry out reduction in the number of men employed.

Many other points could be adduced in support of this conclusion, but enough has been stated to show that the prospect of any saving in the working charges of the Department by the adoption of the Chamber's suggested tariff would, from the most sanguine point of view, be exceedingly uncertain and remote, and as I was fully convinced of this, when writing my letter No. 30-T., of the 25th June, I did not consider it necessary to enter into the subject or attempt to assess such a problematic economy.

13. With reference to the apparent inconsistency attributed to me in the opening portion of paragraph 5 of the Chamber's letter, it is only necessary for me to remark that while fully admitting that a *considerable* reduction of tariff would stimulate traffic, and would necessitate considerable increases to our wires, establishments, and working expenses generally, I am still of opinion that the proposals of the Chamber, involving as they do a reduction in the average cost of messages of from ten to fourteen per cent. only, but affording no reduction of the minimum charge, would have little or no effect in increasing the number of messages sent. My reasons for this conclusion are that these proposals, as applied to India, also involve many serious drawbacks upon which I have entered fully in my letter of the 25th June, and especially because, while benefiting a class of large senders, they would be irksome and in many cases positively disadvantageous to the vast majority of senders who use the telegraph more or less intermittently. The simplicity of a free address, with its natural corollary, good security of messages being delivered, are I consider essential conditions for the propagation of telegraphy amongst the mass of the population of India, upon whom we can hardly yet be considered to have made any impression. As regards the very wide and important subject of cheapening telegraphy generally, the subject is one which has my hearty sympathy, with due regard to the conditions under which the Telegraph Department is worked.

14. It may perhaps be useful if I recall these conditions, formulated in Government of India, Public Works Department, Resolution No. 373-T., dated 5th October 1880, *viz.*, that the "Government expects that the telegraph revenues shall yield a fair interest after paying its (the Department's) working expenses. When the revenue shall be found to yield more than sufficient to cover these charges, the Governor-General in Council considers that such surplus may properly be applied to reducing the tariff in the interests of senders of messages, and will be prepared to consider favourably any proposals that may be put forward with this object."

The financial position of the Telegraph Department is set forth annually in the fullest detail in the Administration Report of the Department, and in paragraph 3 of the Report for 1888-89, a convenient summary of results obtained of late years is given. The Department has now to earn, after paying working expenses, a "fair interest" on nearly five crores of rupees, and its revenue is contributed from various sources, inland private messages forming at present almost exactly one-third of the whole. Excluding the work done for Government, the percentage on capital, earned during 1889-90 is 2·19 or including the value of State messages, as appears only fair, 4·34 per cent. *Large* concessions of revenue in favour of foreign messages transiting India between Europe and the Far East and also on

the charges for messages between India and the Far East have recently been made at the Paris Telegraph Conference, to take effect next year, and as a consequence of these large concessions and the reduction of rates between Europe and Australia, some heavy expenses will fall on the Government for new wires.

The charges of the Indian Telegraph Department on foreign messages being so much higher than on inland, the former had a prior right, as pointed out by Sir A. Cuppel in 1887, to such relief as the financial position of the Department might justify, but when the effect of the recently sanctioned large reductions has been determined by actual results, I trust that the Government may be in a position to consider favourably *substantial* concessions in connection with inland rates, of a nature suited to the wants and circumstances of the community *generally*, and thus calculated to extend largely the usefulness of the Department. Such a measure, I have only to add, will meet with my warm support.—I have, &c.,

W. R. BROOKE, Director-General of Telegraphs.

BOMBAY CHAMBER OF COMMERCE, 30*th December* 1890.

The UNDER-SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Civil Works, Telegraph, Calcutta.

SIR,—I have the honor to acknowledge, with thanks, the receipt of your letter No. 350-T. of the 10th instant, accompanied by a copy of a further communication addressed to Government by the Director-General of Telegraphs on the subject of certain proposed alterations in the method of charging for Inland Telegrams.

2. The Committee of the Bombay Chamber of Commerce learn with regret that the Government of India are not in favor of their suggestion respecting the registration of addresses, and they notice from para. 2 of your letter that Government concur fully in the arguments of the Director General on this point and consider them conclusive against the change proposed. My Committee, however, note with much satisfaction that a general reduction in the existing rates for Inland telegrams is now under consideration, but they must at the same time respectfully express their regret that this lowering of rates which would be greatly to the benefit of the Indian public, is likely to be deferred, while reductions have been sanctioned in the transit rate for trans-Indian Telegrams to Australia and other countries.—I have, &c.,

L. R. W. FORREST, Chairman.

APPENDIX F.

RULES UNDER THE MERCHANDISE MARKS ACT FOR THE GUIDANCE OF CUSTOM HOUSE OFFICERS, &c.

BOMBAY CHAMBER OF COMMERCE, *7th February* 1890.

The SECRETARY, CHAMBER of COMMERCE, Glasgow.

SIR,—The Committee of this Chamber have had brought before them for their consideration a copy of a circular purporting to be the report of a meeting held at the office of Messrs. M'Grigor, Donald and Company, Glasgow, on the 11th December last, to consider certain representations which it was intended should be addressed to the Government of India on the subject of that section of the rules under the Indian Merchandise Marks Act, defining what shall be deemed to be false trade descriptions as applied to dyed yarns.

2. At the meeting it appears to have been stated that your Chamber had received legal opinion to the effect that the section of the rule above referred to did allow a margin of 5 per cent. and rendered any further action in the matter unnecessary.

3. Foreseeing the possibility of very grave consequences arising to shippers should this interpretation of the rules be generally acted upon, the Committee of this Chamber—while having no doubt in their own minds that the reading was entirely erroneous—deemed it advisable to take legal opinion on the section, and the following is an extract of the reply given by the solicitors of the Chamber to the enquiry:—

> "We beg to say that we do not concur in the interpretation put upon the rule by the Glasgow Committee and their legal adviser as that interpretation ignores the priviso at the end of the rule.

The true effect of the rule, in our opinion, is that a trade description of count or number applied to a bundle of dyed cotton yarn shall not be deemed to be false by reason only of one or more of the hanks in such bundle measuring less than the described length, provided (1) that the deficit shall not in the case of any one hank exceed 5 per cent. of the described length; and (2) the the average of all the hanks in the bundle shall not be less that the described length.

On the other hand, if there should be a deficit in the measurement of any one hank in any bundle which deficit shall exceed 5 per cent. of the described length, then the description is a false one, even though the average length of all the hanks in such bundle may be equal to the described length.

Again, if on measuring the whole of the hanks in any bundle, it should be found that the average length of all the hanks in such bundle is less, in any degree, than the described length, then the description in that case, also, is a false one; even though there may not be in such bundle any one hank which measures less by 5 per cent. than the described length.

It follows from the above that if any bundle should contain one or more hanks measuring less than the described length, such bundle must also contain other hanks measuring more than the described length, so as to bring the average of all the hanks up to the described length, otherwise the description will be false.

4. This opinion states at length the views of the Committee of this Chamber, who, when originally consulted by Government, recommended that the permissible variation under the Act, as applied to dyed yarns, should be 5 per cent. in length, either way, but that the average length of the hanks should not be less than 840 yards. My Committee believe that this is in effect what Government intended to enact, and although the language used may not be quite so precise as might be wished, they cannot attach any other meaning to the section.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 10*th February* 1890.

From JOHN MARSHALL, Esq., Secretary to the Chamber of Commerce, Bombay, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

I am directed by the Committee of this Chamber to wait upon you with a copy of a letter addressed to the Glasgow Chamber of Commerce on the subject of the permissible variations under the Indian Merchandise Marks Act for dyed yarns. I also attach a copy of the circular therein referred to, and I am directed to request that you will have the goodness to submit these papers to the Committee now sitting for the purpose of discussing rules for the direction of Custom House officials under the Merchandise Marks Act.

AT GLASGOW AND WITHIN THE OFFICE OF MESSRS. McGREGOR, DONALD & CO., ON THE 11TH DAY OF DECEMBER 1889.

MET THE COMMITTEE APPOINTED AT THE MEETING OF YARN DYERS AND EAST INDIA MERCHANTS HELD ON THE 2ND OF DECEMBER 1889.

Present :

SIR ARCHIBALD ORR EWING, BART.,
MR. WYLIE,
MR. CHRISTIE, and
MR. MILLER.

Attending.—MR. JAMES A. REID,
SIR ARCHIBALD ORR EWING, *in the Chair.*

A letter explaining his inability to attend was read from Mr. Thomas Reid.

The Minutes of the General Meeting held on the 2nd instant were read.

The Committee proceeded to consider the instruction to them to carry out the resolution adopted at the General Meeting, viz.,—

"That it be represented to the Indian Government that a hank of grey yarn, which measures 840 yards in length will, in the process of dyeing, shrink to the extent of 4 per cent. and that dyed yarns of a diminished length of not more than 4 per cent. shall be allowed to pass as meeting the requirements of the Act."

Thereupon Mr. Wylie reported that the Directors of the Glasgow Chamber of Commerce had, on the advice of Dr. W. H. Hill, adopted the view that the rule which had been published by the Government of India and which read as follows, viz.,—

(IV)—A trade description of count or number applied to a bundle of dyed cotton yarn shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if it exceeds the actual length by more than 5 per cent. : Provided that the average length of the whole number of hanks in the yarn in question shall not be less than the described length,

did, in point of fact, allow a margin of 5 per cent. and rendered any further action in the matter unnecessary.

The point having been referred to Mr. Reid as the legal adviser in attendance, and he having confirmed Dr. Hill's opinion, the Committee adopted the same construction of the rule in question and resolved to report accordingly, and to recommend that each of the firms represented at the General Meeting on the 2nd instant should communicate this resolution to their correspondents in the various markets of India.

No. 3402 OF 1890.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16*th May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of the letter from the Government of India, No. 863, dated 26th April 1890, and of its accompaniments, and to request you to be so good as to favour this Government with the opinion of the Chamber on the proposals made therein.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 863.

HOME DEPARTMENT—PUBLIC.

SIMLA, *26th April* 1890.

From C. J. LYALL, Esq., C.I.E., Officiating Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward a copy of the report of the Committee appointed under Home Department Resolution No. 240—50, dated 3rd February 1890, to prepare draft instructions for the guidance of Customs Officers in connection with the working of the Merchandise Marks Act and to make suggestions for the amendment of the directions issued to Criminal Courts under Home Department Notification No. 1118, dated the 13th August 1889. I am to request that the Chamber of Commerce and any other mercantile bodies whom His Excellency the Governor in Council may see fit to refer to may be consulted on the subject-matter of the report, and that the Government of India may be favoured with an early expression of the views of His Excellency in Council on the proposals made by the Committee.

Dated 24th March 1890, with enclosures.

2. With reference to your letter No. 610, dated the 23rd January last, in which you refer for orders the question whether labels imported come within the definition of "goods," I am to say that the point was referred to the Committee for consideration and to add that it agrees with the view of the Advocate General of Bombay that the importation of labels cannot be prohibited by applying the provisions of section 10 (1) (*e*) of the Indian Merchandise Marks Act, 1889.—I have, &c.

C. J. LYALL,
Offg. Secy. to the Government of India.

CALCUTTA, *24th March* 1890.

From the COMMITTEE of the INDIAN MERCHANDISE MARKS ACT to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

By the Resolution of the Government of India in the Home Department No. 240—50, dated the 3rd February 1890, we were appointed as a Committee.

(1) to draft instructions for the guidance of Customs officers in the working of the Indian Merchandise Marks Act, IV of 1889 ;

(2) to consider whether the instructions to Criminal Courts framed under section 16 of the Act and issued with the Notfication of the Home Department, No. 1118, dated the 13th August 1889, require to be amplified or modified.

2. We have now the honour to report that we met on the 1st, 5th, 7th, 13th, 19th, and 22nd March, and considered fully the questions referred to us.

3. In compliance with the first of the two directions conveyed to us, we submit herewith drafts of the instructions which we consider should be circulated for the guidance of Customs officers. One of these drafts contains the instructions which should be issued as regulations under section 11 of the Act [section 19A (2) of the Sea Customs Act, VIII of 1878]. The other draft contains instructions which should issue as executive orders not having the force of law. These instructions, we think, will tend to simplify the work and action of Customs officers, and while they will not substantially affect the operation of the Act, they will tend to prevent unnecessary interference with honest trade.

4. The chief points in these draft instructions to which we wish to invite attention are these :

(*a*) We have provided at the instance of the representative of the Chamber of Commerce, that piece-goods shall not be examined except under the orders of the Collector personally, that such examination should be made only to ascertain that the goods are stamped as required by the law, and that no examination to test the accuracy of the stamping need be made on such examination, such test being applied only on information received, or when the Collector has reason to suspect false marking.

(*b*) We have also provided, that yarns shall be similarly treated.

(*c*) In view to the removal of doubts which have arisen in regard to the interpretation of the term " piece-goods " as used in the Act, an to prevent the unnecessary application of the stamping clauses of the Act to such classes of goods as laces, nets, velvets, silks and gauzes, which would be liable to injury if stamped, we have adopted a list (rule 1 of the regulations) of the classes of goods which the Collector must always require to be stamped.

(*d*) We consider that the Collector should not be required to insist on security from an informant, but we have provided that he may in his discretion require security to the extent of Rs. 500.

(*e*) We have provided for an annual return of cases dealt with by the Collector under the Merchandise Marks Act, somewhat similar to the return which is furnished in England.

In other respects the draft instructions are in great measure based on the orders issued by Her Majesty's Commissioners of Customs in England and do not require comment.

5. We regret that we are not able to answer the second of the directions conveyed to us with such complete accord as attended our deliberations on the first of the directions. Our mercantile colleague, Mr. Ashworth, desired that clause (*b*) of rule III of the Notification No. 1118, dated the 13th August 1889, should be so modified that while the standard length of the hank of grey yarn should be retained at 840 yards, an allowance of 10 yards should be made in respect of the average length,—that is, that the description should not be treated as false if the average length does not fall short of 830 yards. As the admittedly universal custom of the trade in England is to require that the hank of grey yarn shall be 840 yards in length, it follows that the acceptance of this proposal would have the effect that a spinner could not make up yarn intended to be put on the English market measuring less than 840 yards to the hank, but that he could make up yarn intended for the Indian market of no greater length than 830 yards. We have therefore found ourselves unable to accept the proposal.

6. In respect of rule IV of the Notification it has been strongly urged upon us that the average length of dyed yarn should not be required to be 840 yards, some allowance being necessary for shrinkage in dyeing. Our mercantile colleague, Mr. Ashworth, strongly recommended that the allowance should be fixed at 5 per cent. We think that it may fairly be assumed that there is some shrinkage in dyeing, and that a hank of yarn which measured 840 yards in its grey (undyed) state is shorter after it is dyed. But we have been unable to accept Mr. Ashworth's proposal, all the evidence that we have been able as yet to obtain tending to shew that a much smaller allowance would suffice. The yarn dyers and shippers of Glasgow, the dyers of Barmen, and a firm in Lancashire, recommend 5 per cent. (Nos. 4, 5, and 6 of the papers printed as an Appendix to this report). But in another paper the Glasgow dyers say that the shrinkage is 4 per cent. (No. 25 of Appendix); the late and present Chairmen of the Bombay Chamber of Commerce object to any variation being allowed (No. 7 of Appendix); experiments made by Messrs. Ralli Brothers, of Manchester, shew that the shrinkage does not exceed 1 per cent. and is mostly much less (No. 13 of Appendix); Mr. Oswald Robinson, of Manchester, objects to any variation from 840 yards (No. 16 of Appendix); and the Cawnpore Chamber of Commerce has furnished the Committee with the results of experiments kindly undertaken at our request from which it appears that the shrinkage varies much with the process employed and the colour of the dye, blue dyed yarn losing about 3 per cent., and red dyed yarn about one-half per cent. (No. 29

of Appendix). In view of the great difference of opinion on this subject we found ourselves unable to go further than to agree to a permissible variation of 3 per cent. provisionally until the actual facts of shrinkage could be ascertained and unanimity arrived at in mercantile circles as to the variation which should reasonably be permitted as a permanence, or to omit rule IV from the Notification altogether. The effect of omitting it would be that if dyed yarn were detained by a Customs Collector or brought before a Criminal Court, the owner or seller of the yarn would have to take the risk and incur the cost of proving that, if the yarn was less than 840 yards in length, whether by ½, or 1, 2, 3, 4, or 5 per cent., the deficiency was in accordance with well-established trade custom, and that therefore there had been no false trade description.

7. Considering the possibly serious consequences arising out of the omission of the rule, Mr. Ashworth agreed to the adoption of 3 per cent. as a provisional measure of protection to trade until the question could be permanently settled. The Chambers of Commerce of Glasgow and Manchester have arranged to have careful experiments made and to recommend a variation in each case. We suggest that their joint recommendation should be accepted and acted upon by the Government, and that meanwhile a variation of 3 per cent. should be allowed.

8. We have agreed on certain other amendments of Rules III and IV of the Notification of the 13th August 1889, and suggest their reissue in the form given below :—

III.—A trade-description of count or number, length or weight, applied to *grey cotton yarn*, shall not be deemed to be false in a material respect unless—

(*a*) the described count or number in a bundle is greater or less than the actual count or number by more than 5 per cent., provided that the average count of the whole of the yarn in question is not less than the described count ; or

(*b*) the average lengths of the whole number of hanks in a bundle is less than 840 yards ; or

(*c*) in a bundle of yarn of any count under 50, described as being ten pounds in weight, the number of knots of ten hanks each is not the same as, and the number of knots of 5 hanks is not double, the described count or number of the yarn ; or

(*d*) in a bundle of yarn of any count from 50 upwards, the number of knots of twenty hanks is not half when the described weight is ten pounds and is not a quarter when the described weight is five pounds, of the count or number of the yarn.

IV.—A trade description of count or number applied to *dyed cotton yarn* shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if the average length of a bundle is less than 815 yards.

9. In other respects we think that the Notification of the 13th August 1889, No. 1118, does not require modification or amplification.

10. We have considered some other questions in addition to those referred to us—

(1) We consider that a section should be inserted in the Act giving power to the Governor General in Council to define from time to time the term "piece-goods." Such an amendment is required to give statutory effect to the regulation we have proposed that only certain goods should be treated as piece-goods.

(2) It has been suggested to us that it is a hardship to require in section 10 of the Act [section 18 (*e*) (*ii*) of the Sea Customs Act] the name of both place and country on goods not made in the United Kingdom or British India. We think the objection reasonable and that it is sufficient to require the name of the country. We recommend that section 18 (*e*) be amended accordingly.

(3) With reference to rule 9 of the statutory regulations, we recommend the insertion in the Act of a section giving the Governor General in Council such a power with respect to yarns and certain other goods as, in the case of petroleum, is given to Local Governments by section 8 (1) (*e*) of the Petroleum Act XII of 1886.

We also recommend the insertion in the Act of a provision similar to that contained in section 125 of Act III of 1887 (an Act to amend the Indian Evidence Act). We make this suggestion because we think it desirable that Customs Collectors should not be compelled to disclose the names of their informants.

S. HARVEY JAMES, *Chairman.*
J. SCOBELL ARMSTRONG.
J. E. O'CONOR.
JOHN H. ASHWORTH.
GEORGE IRVING.

Dissent by Mr. J. H. Ashworth.

With regard to the rule passed by the majority of this Committee, that the hanks in a bundle of grey yarn shall be deemed to be a false trade-description if they do not average 840 yards in length, I beg to record my dissent.

Section 2 (3) of the Merchandise Marks Acts describes a false trade-description as one that is "untrue in a material respect." For the purpose of carrying out the spirit of the Act without causing undue restrictions, I am of the opinion that if the average length of the hanks is not *less* than 830 yards it shall not be deemed a "false trade-description."

JOHN H. ASHWORTH.

DRAFT.

Regulations under Section 11 of the Indian Merchandise Marks Act, IV. of 1889, respecting the detention and confiscation of goods imported in contravention of the provisions of the Merchandise Marks Act, IV of 1889.

REGULATIONS.

1. The Customs Collector shall not require any piece-goods other than those mentioned in the list hereto appended to be stamped, namely—

List of piece-goods (unbleached, bleached, coloured, dyed, printed).

Cambrics.
Checks, Spots, and Stripes.
Chudders.
Chudder Dhooties.
Dhooties.
Domestics.
Doorias.
Drills.
Jacconets.
Jeans.
Lappets.
Lawns.
Lenos.
Longcloths.
Madapollams.
Mulls.
Muslins.
Nainsooks.
Printers.
Prints.
Sarries.
Scarves (Eklai).
Sheetings.
Shirtings.
Tanjibs.
Twills.
T Cloths and Mexicans.

2. Unstamped piece-goods imported for private and personal use and not for sale shall not be detained if the Customs Collector is satisfied that they are actually not intended for sale.

3. Examinations of packages to ascertain whether the goods mentioned in rule 1 are stamped shall be made frequently at intervals at the discretion of the Customs Collector and only under his personal instructions.

4. The piece-goods contained in the packages so examined need not be examined, when found to be stamped, to test the accuracy of the stamping, except on information received or when the Customs Collector has reason to suspect that the stamping is false.

5. All measurements of piece-goods shall be made on the table.

6. Yarns need be examined or measured only on information or when the Collector has reason to suspect that the trade-description is false.

7. An examination of yarns to test the accuracy of the description of count or number or length shall be made in the first instance up to the limit of one bundle in the consignment.

8. If on such examination the actual count or number is found to differ from the described count or number, the importer may require a further examination to be made up to the limit stated in rule 9.

9. The test to determine count and length of yarns shall be applied as follows :

One bundle should be taken from any bale in the consignment, and each knot in the bundle weighed. From the knots so weighed should

be selected the heaviest knot, the lightest knot, and the knot which approaches most closely to the standard weight of a knot of yarn of the particular count under examination.

(By standard weight is meant the weight which the knot of yarn of the described count should be, if the length of the hank is correct, *e.g.* a knot of No. 20 of ten hanks to the knot should weigh eight ounces.)

The heaviest knot should then be selected from the knots so weighed, and each hank in it weighed, the heaviest and lightest hank and also the hank which approximates most closely to the standard weight being selected. This process should be repeated with the other two weighed knots.

There will then be nine hanks to be dealt with, three from each of the three knots weighed.

These nine hanks should then be tested on the wrap-reel. If on such test the average count is not the same as the described count, or if the length is less than 840 yards, the process may be repeated, if the importer should require it, up to the limit of 1 per cent. of the whole number of bundles in the consignment, but no more extended examination shall be made unless the importer agrees to pay the cost thereof, in which case an examination may be made up to the limit of ten per cent. of the bundles in the consignment.

10. The Customs Collector may require from any informant a security not exceeding five hundred rupees. If the Collector should be satisfied that the information given is wilfully false the security shall be forfeited.

DRAFT.

Instructions (Executive) for the guidance of Customs Officers in the Administration of the Merchandise Marks Act.

1. Labels or tickets, applied to boxes, cartons, parcels or other packages, which are manifestly intended only for the purpose of identifying articles for the convenience of dealers and shopkeepers, and are not specially intended to attract the eye of the purchaser, should not be treated as trade-descriptions. Examples: On bundles of hosiery, "hose, brown, size 10"; on shoes, "enamelled leather, men's No. 6"; on hats, "brown felt, hard, No. 7."

NOTE.—This rule does not apply to a mark or description on the goods themselves, or to a description containing the name of a place, country, manufacturer or trader, or to a trade-mark.

2. Goods manufactured on the Continent of Europe should be detained if the manufacturer's name and the trade-description are expressed in English, unless the name and description are accompanied by the name of the country of manufacture.

3. The Customs Collector should detain, on his own motion and without requiring information, any non-British goods marked with British names or trade-marks, or so described as to indicate that the goods were produced or made in the United Kingdom, unless such description is accompanied with the name, in conspicuous letters, of the country of manufacture.

A description in such cases which indicates a particular class or method of manufacture, and includes the name of a place in or a part of the United Kingdom, and is thereby likely or calculated to mislead, includes such terms as "Kidderminster carpets," "Windsor soap," "Balbriggan" on hosiery, "Shetland" on shawls, and the like; for, though these terms may be held to be merely indicative of methods of manufacture, they are likely to mislead as to the place of origin.

4. A report on the proceedings of the Collector should be submitted annually to the Local Government for transmission to the Government of India. The report should shew the number of cases in which (1) detention was ordered, (2) detention was followed by confiscation, (3) detention was followed by release with or without a fine, (4) detention was ordered on information received, (5) detention was ordered without information. Under the first head should be specified the section of the Act under which action was taken.

APPENDIX.

6th June 1889.

From Messrs. RALLI BROTHERS, Manchester, to Messrs. RALLI BROTHERS, Calcutta.

Merchandise Marks Act. Margin of variation for Grey Yarns.—We are in receipt of your inquiry by your telegram No. 1 of 6th inst., asking us to wire you the allowable variation for grey yarns, also the average accepted length per hank.

We presume there is some inquiry on foot amongst the members of your Chamber of Commerce so as to come to some agreement for submitting to the Governor General in Council, in order that the latter may frame rules to guide Magistrates. But we really cannot say much more than we did in our letter to you of the 13th February last, which letter was circulated amongst the members of your Chamber, and published in the Manchester papers of the 16th April last, copy of letter being sent you with our letter No. 10 of the 17th April last.

We therefore telegraphed you in reply—

[We] confirm [the recommendations made] as per our letter of 13th February. Wait our letters for instructions.

If a margin of 2 in the counts be allowed up and down, it should be accompanied by the proviso that the minimum length of the hank should be 820 yards. At present 820 yards passes, because the requisite number of knots made up of hanks 20 yards short of the standard would make up a net weight of 9 lbs. 13 ozs. to 9 lbs. 14 ozs. of yarn, which with the boards and strings, but without the casing paper, would make up a 10 lbs. bundle. When there is less yarn per bundle than this it is usually rejected by Manchester buyers.

One element we have not touched upon in this correspondence is the question of moisture in yarn, which, when in excess, must be considered fradulent under the severe provisions of the Merchandise Marks Acts of India and Great Britain. A spinner may spin 48s or some such count, and then by adding moisture make it appear as though it were genuine 40s. In this country we should say that the natural

moisture contained in cotton in our ordinarily humid atmosphere will be about 8 per cent. upon the dried cotton as, when heated to boiling water temperature (212° Fahr.) which eliminates nearly all the moisture, the cotton (or yarn) when exposed to our ordinary atmosphere would absorb 8 per cent. of water in about 24 hours. Hence in framing any regulations about variation in yarns, it should be guarded by some proviso in reference to moisture such as we suggest, and any excess of 8 per cent. above the absolutely dry yarn should be taken into consideration when determining the counts. By fixing it at 8 per cent. over the absolutely dry yarn, you would get over the inequalities of moisture in your atmosphere according as you are in or out of the rainy or dry seasons.

11*th June* 1889.

From Messrs. RALLI BROTHERS, Manchester, to Messrs. RALLI BROTHERS, Calcutta.

Grey Yarn and the Indian Merchandise Marks Act.—We confirm our letter of the 6th and 7th instant, since which we have received your telegram of the 8th instant, in which you send us further details of the proposed recommendations of your Yarn Committee. The complete telegram therefore now stands :—

"Yarn Committee recommends recognise length hank 840, but average 820 only. Weight bundle ten pounds, but average nine three-quarter pounds only. Thus reducing both standards 2½ per cent. No mention counts. We particularly request your immediate reply."

This fuller information seems to confirm the conclusion we drew from the first telegram, namely, that importers, under such a resolution, would be at liberty to import a wide range of counts in the same bundle provided the average counts did not differ more than 20 yards from the standard hank of 840 yards for the standard make-up.

As you would see from our last week's letter, our chief objection to the proposals of your Committee, if we have understood them aright, is that the permission of "average counts" will have the tendency to foster irregularity and thus make fraud more difficult of detection than it is.

On the other hand, if the average is not allowed, the maximum amount of variation proposed of only 2½ per cent. in the length of the hank, and in the weight of the bundle, will be a grave difficulty for all common spinnings and in the large and increasing quantity of coarse counts which are produced at the Indian mills ; last year your exports alone were 128,907,000 lbs. For coarse yarns like 20s and below, we doubt whether any English spinning can be maintained with no greater margin of variation than 2½ per cent., and we should expect it will be much more difficult with the shorter-stapled cotton generally used for spinning in India. It was for this reason that we telegraphed you on the 7th instant our recommendation that no greater variation than 5 per cent. in the counts should be allowed, the counts to be determined by length and weight, the yarn not to contain more than 8 per cent. of moisture above its absolutely dry state.

3rd July 1889.

From the BOMBAY CHAMBER of COMMERCE to the BENGAL CHAMBER of COMMERCE.

3. There can be no doubt, as stated by your Sub-Committee, that under the present system of reeling, it is impossible to attain an exact uniform length, and that the hank, as machines are at present arranged cannot contain more than 840 yards. But there is no practical difficulty in adopting the reels to give an average of 840 yards, and this, my Committee consider, is decidedly preferable to either of the other alternatives of attempting to alter the basis on which the cotton yarn trade of the world is conducted or legalising a departure from the recognised standard which would to all intents and purposes be a fraud on the consumer.

4. I am desired to mention that the Bombay Mill-Owners' Association, which embraces a large body of expert knowledge, concurs in, and has supported the opinion of the Chamber, and, it is believed, has it in contemplation to go even further by asking that it shall be made compulsory that every bundle shall contain the exact number of knots according to the counts, and this recommendation my Committee would also be disposed, if necessary, to support.

5. I need not point out to you that the question of count and variation allowed thereunder controls the permissible variation of the weight of the bundle.

GLASGOW, *9th October* 1889.

From Messrs. S. P. MILLER & Co., JOHN ORR EWING & Co., WILLIAM STERLING & SONS, ARCHIBALD ORR EWING & Co., ALEXANDER REID & SONS, WILLIAM TURNER & Co., DAVID MILLER & Co., JAMES GRAHAM & Co., JAMES FINLAY & Co., GEORGE HANDROYD DICK & Co., H. P. BUCHANAN & Co., R. M. DOWNIL, BOOTH STEVENSON & Co., H. D. MATHESON, Yarn Dyers and Shippers in Glasgow and its vicinity, to the SECRETARY of the CHAMBER of COMMERCE, Calcutta.

The undersigned Yarn Dyers and Shippers in Glasgow and its vicinity have had their attention called to a rule issued by the Government of India on 17th August, that all cotton yarns including dyed twist, must average not less than 840 yards per hank. A telegram has also been received by the Manchester Chamber of Commerce from the Bombay Chamber of Commerce, dated 3rd October, intimating that the Indian Customs authorities will confiscate all yarns averaging under 840 yards per hank.

We are all anxious to co-operate with Government in establishing every possible workable check on any fraudulent practices, but we desire to point out that all yarns must shrink in the dyeing as a natural result of the process. It is, therefore, impossible that the standard hank of 840 yards grey can measure the same length when dyed. The natural shrinkage is estimated at 5 per cent. and the utmost length that can be guaranteed by dyers from yarn tested to 840 yards grey is an average of 800 yards dyed.

In these circumstances, we beg respectfully to request that your Chamber will petition Government to alter the rule as regards dyed yarn, and to instruct that an average of 800 yards is to be considered full length for hanks of dyed Cotton yarns.

No. 510-F.

BARMEN, 21*st October* 1889.

From F. H. VON EYNURN, Esq., and T. H. BARTHES, Esq., CHAMBER of COMMERCE, Barmen, to the SECRETARY of the CHAMBER of COMMERCE, Calcutta.

We have been told that a rule has been issued by the high imperial Government of India under the 17th August last, according to which cotton twists, both grey and dyed, must average not less than 840 yards per hank; and we perceive by a telegram from the Chamber of Commerce in Bombay to the Chamber of Commerce in Manchester, published in English papers, that the Custom Offices in India will confiscate all yarns averaging under 840 yards per hank.

We are anxious that by the verbal performance of this rule—provided the communications are founded—the turkey-red-yarn houses of our districts, shipping turkey-red-yarns to British India, may easily run into underserved loss, notwithstanding they are used to do their business in the fairest manner. We therefore feel induced to point to:—

(1) that according to the practice hitherto existing in the trade of cotton twist, avowed by the Chamber of Commerce in Manchester, such yarns are tenderable and not to be refused by a fair buyer, the hanks of which show an underlength of less than 2 per cent.

(2) that the grey spinnings of turkey-red-yarns exported by shippers to India are altogether imported from Great Britain, and that they are brought there according to the practice of commerce in Manchester;

(3) that all yarns are shrinking in the turkey-red-dye process and that a shrinkage of 3 to 5 per cent. in the length of the standard hank, compared with the length when delivered grey, is to be ascertained, by which it results that the fairest shipper of turkey-red-yarn, who is shipping the best yarn, may run the risk to offend against the Merchandise Marks Act. Turkey-red-yarns should not to be refuted, if the average length of the hanks shows 800 yards.

We beg to submit these considerations to the most honourable Chamber of Commerce, and we venture by anticipations of soliciting your support, if the legal trade of our districts be compelled to apply for.

CHURCH, LANCASHIRE, 24*th October* 1889.

From Messrs. F. STEINER & Co. to Messrs. KERR, TARRUCK & Co., Calcutta.

The telegram which the Manchester Chamber of Commerce received from the Bombay Chamber on the 3rd instant, intimating that all *dyed* yarns not averaging 840 *yards* per hank would be confiscated by the Customs authorities, has turned the attention of all dyers in this country to the Regulations on this point issued by the Government of India, dated *Simla*, 13*th August* 1889, 1118 *IV.*

Though we are aware that the dyers in the Glasgow district have already represented to the Chambers of Commerce in Bombay, Calcutta, Madras, Rangoon and Karachi, the necessity which exists for the adoption of a much shorter minimum average length than 840 *yards* per hank, we wish to do our share also, and therefore suggest that you immediately address your local Chamber of Commerce on our behalf.

Our reason for requesting that an alteration should be made in the regulations as applied to dyed yarn is that the loss inseparable from the manipulation of the yarn in the process of dyeing, *i.e.*, shrinkage, breakages, &c., renders it impossible for the dyer to turn out as long a hank as he receives from the spinner.

In our opinion 5 *per cent.* would be a fair allowance for these losses, but we consider that an average of 800 *yards* to the hank, after dyeing, is the most that a dyer could guarantee to give from yarn in the *grey* state measuring full 840 yards.

With these facts before them we trust that your Chamber of Commerce will submit a strong recommendation to the Government and succeed in inducing the authorities to amend the regulations so that while they check fraudulent practices they will place no undue restraint upon ligitimate trade.

THE MERCHANDISE MARKS ACT.

Speeches at the General Meeting of the Bombay Chamber of Commerce, January 15th, 1890.

SPEECH OF SIR F. FORBES ADAM.—The Merchandise Marks Act, the initial friction and difficulty overcome, has operated admirably, in the best interests of honest trade. The customs authorities have administered it with tact, sound judgment, and discretion. But all matters appertaining to it are not yet settled. Chambers of Commerce will have before long to submit to Government amending suggestions. Many importers are anxious that the provision which orders that the name of the place as well as the name of the country of manufacture, should be cancelled. They think that the name of the country is sufficient for the purposes of the Act, and that is unfair to insist that any further information should be supplied to competitors—always on the alert to avail of it. There may be something in this. But I am inclined to the belief that as a rule competitors will find out fast enough for themselves—if it is in their interests to do so—where a thing is produced, and that it is useless to attempt to hide it. Next there is the question of length of yarns. The hank of grey yarn must average 840 yards. But dyers aver that there is a great shrinkage in process of dyeing and the Glasgow T. Red and other dyers put it at 4 per cent. At the same time they pronounce that the wording of the rules issued by the Government of India under the Act permits of a 5 per cent. shrinkage. It is known to experts that some colours shrink more than others, but I have failed to learn from any practical man that the shrinkage exceeds under any conditions more than 2 per cent. It is the opinion of many that it is practicable to buy grey yarn that, when dyed, will measure 840 yards on the average, just as it is practicable to buy grey cloth that when bleached will

measure 18 yards—that no real difficulty bars the way. This is evidently not the opinion of the Scotch dyers. But the Scotch dyers in meeting assembled seem to me to frame the resolutions they pass more in conformity with what is convenient and comfortable than what is practicable and proper. All this will have to be considered and threshed out. It must be kept in sight that if 5 per cent. shrinkage is allowed while 2 per cent. is ample, a dyer may buy his grey yarn 820 yards, dye it, and bring it under the 5 per cent. on 840 margin, and so cheat legally in that way.

A third point in connection with the working of the Act is the absence of the name of any one whose duty it is officially to prosecute. It is, of course, the duty of every one who discovers the perpetration of fraud to bring it home to the culprit in his own interests as well as in the interests of the commercial body. But this entails trouble and expense and occupies time. It is often an invidious task, or is so regarded. Whereas if Government appointed an officer whose business it was when evidence was produced that satisfied him the case was a flgrant one, to prosecute and bring the offender to punishment, the operation of the Act would be found more efficacious. We have suggested that the Government Solicitor might very properly be appointed to undertake the work. Nothing has been decided. It remains with you to see that what is required is done. Mr. Little may possibly not entertain the suggestion with approval.

Before leaving the subject I would like to say a word about what seemed to be a feeling of soreness and disappointment aroused in Calcutta, because we did not join with them in asking Government to suspend the working of the compulsory stamping part of the Act. I greatly regretted this at the time. No one is more keenly alive than I am to the high importance of Chambers in India supporting each other and steadily co-operating, and so strengthening the power of one of the chief sources of independent criticism in India. Our interests are almost invariably identical. I would go so far as to say a Chamber should, if it sees nothing to disapprove of, actively help another Chamber although its own direct interests may not be involved. But in the case in point we were invited to go up to Government to ask that the operation of the Act be suspended because of the inconvenience caused to our members. Not having put a single representation made to them, and enquiry having failed to elicit any complaints, the Committee could not truthfully do this. It may have been the accident of circumstances but it was unmistakeably the case. I refer to this at length simply because I am actively alive to the vital importance of Chambers working together so far as possible on all occasions.

SPEECH OF MR. BEAUFORT.—Mr. A. F. Beaufort then said he did not propose to say very much regarding the subjects which had been discussed in Committee during the past twelve months, as he thought after the excellent review of the proceedings by the chairman, and the remarks made by Mr. Forrest, it would be more cautious for one who is called upon to guide their new Committee rather to listen to what others had to say, than to comment upon them himself. There was one subject, however, which he proposed to say a few words about. It was just three years since he advocated as forcibly as he possibly could the necessity of legislation on the lines of the existing Merchan-

dise Marks Act. At that time they were not with him, but the passing of an English Act caused the Chamber unanimously to decide to ask the Government of India to legislate in a similar direction. This new Act had, during the past year, become law, and immeasurable good had already resulted from it. The friction which arose at first was wearing off, as shippers at home took the trouble to understand its provisions. So far not a single case of fraud had been brought to their notice, but some of them were aware of the one recently investigated by the Manchester Chamber, and which that body had asked the Karachi one to take up. The action of their friends in Sind would be looked for with interest. In connection with what was said in the report regarding a communication from the Glasgow dyers objecting to the hank of dyed yarn being considered as 840 yards, it was interesting to read some remarks which recently appeared in the commercial column of a leading Manchester newspaper. The writer says :—

"We see that the Glasgow Chamber of Commerce has been communicating with the Indian Chambers of Commerce with regard to the inconvenience of the legal length of the hank being fixed at 840 yards, the Scotch dyers wanting to make hanks of 800 yards legal, on the ground that the shrinkage in dyeing reduces a hank of 840 yards grey to something much less ; dyed turkey red being said to be a terrible dye for shrinking. We must confess that we entirely disbelieve this theory of shrinking. If turkey-red-yarn is delivered dyed 800 yards, we should doubt it had measured more than 803 yards grey, any shrinkage being much more likely to have been in the grey state before the die touched it. It is a very convenient theory for the dyers. However, supposing that the alleged shrinkage is founded upon fact, as there are good grounds to dispute, then the sellers of dyed yarn must meet the case in exactly the same way as merchants have to meet it when they undertake to sell a white shirting 40 inches wide and 40 yards long —*viz.*, buy it so many inches broader in the grey state, and so many yards shorter, corresponding with the nature of the finish required. Similarly with finished dhoties, prints and the like. The Scotch dyers have been asleep, or rather they have chosen to ignore the Indian law until they find their customers consider it too dangerous to continue shipping the short-hanked yarn which they have been hitherto supplying. This act was passed 1st March 1889, and they ought by this time to have accommodated themselves to its provisions, and not to be appealing to the Indian Chambers to assist in geting them out of their scrape. But as would be seen from the *Examiner and Times*, the dryers have at last resolved to insist upon a guaranteed length of 840 yards from their spinners ; and this resolution seems to confirm the opinion that there is no shrinkage in turkey-red dyeing, or they would have asked for 5 per cent. more grey length to compensate the shrinkage from dyeing."

He commended these remarks to the attention of those importers who were inclined to support the Glasgow appeal. Unless the evidence produced hereafter was very much stronger than that so far forthcoming, he, for one, would most strenuously oppose any attempt to impair the integrity of the hank, which both in England and in India had been clearly defined as 840 yards, if it was merely to suit the convenience of a few dyers. (*Applause.*)

TELEGRAM, 28*th January* 1890.

From the SECRETARY, MADRAS CHAMBER of COMMERCE, to the SECRETARY, BENGAL CHAMBER of COMMERCE.

This Chamber considers five per cent. variation necessary in length of yarn as well as counts.

MADRAS, 24*th January* 1890.

From Messrs. BINNEY & Co., Secretaries, the Carnatic Mill Co., "Ld."; Secretaries and Treasurers, the Buckingham Mill Co., "Ld,"; Agents, Secretaries and Treasurers, the Bangalore Woollen, Cotton and Silk Mills, "Ld," to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

As members of the Madras Chamber of Commerce, we have been asked to give our opinion on the rules for the guidance of Customs officers in working the new Merchandise Marks Act.

We have given the Chamber our views, but as they may be abridged, or some delay incurred before they are in your possession, we prefer placing them before you in detail as presenting 80,000 spindles.

We have no comments to make on the law as applied to cloths, and it is with reference to the clauses dealing with grey cotton yarn that we wish to draw your attention.

By the Act a variation of 5 per cent. is allowed in the counts. This appears to be a fair and sufficient margin, but its utility is quite done away with by the following clause requiring that the whole number of hanks in the bundle shall average 840 yards. If they average 840 yards and there are the correct number of hanks, the counts will be absolutely correct.

If the counts in a ten-pound bundle of No. 20s yarn were 5 per cent. coarse, the number of the yarn in the bundle would only measure 159,600 yards instead of 168,000 yards as required by the following section of the Act. It is even more difficult to reel yarn exactly to the required length than to keep the counts within 5 per cent. of the proper number.

In our mills bobbins or cops are taken from each spinning machine both morning and afternoon, and on the same count working with corresponding wheels, and the average taken and we may say that 2 wrappings seldom, if ever, correspond, showing how necessary is the margin allowed by the Act. The reeling machinery owing to the greater correctness that can be so arrived at is almost invariably driven by hand, and however watchful the attendants may be, it is practically impossible to get the yarn all exactly one length. Any one who has tried to wrap a hank of fine yarn will know how true this is.

We hardly see the necessity of preventing a spinner from giving a higher number than the described count; it is against his interests to do so, and yet to ensure his giving full length he might wish to spin a finer count and give a greater length or weight. We ourselves pack a quantity of yarn in 10½ lbs. bundles.

We contend that, without a margin in the length, the variation allowed in the counts is useless.

The testing of whole bundles of yarn by the Customs will be an exceedingly labourious operation, and the result arrived at will be subject to errors, and, even if correct, the bundle examined may be an exceptional one. We doubt if the Customs officers could re-measure without a wastage of 5 per cent. at least.

We have ourselves already experienced the difficulties this Act will give rise to.

On the 18th of this month we received a telegram from our Rangoon correspondents stating that the Customs authorities decline to pass 68 bales on account of hanks not being 840 yards. We at once wired the enquiry whether the average of the whole bundle had been taken, and on the 20th received a reply that 10 hanks out of one bundle had been measured and found to average 734 yards, but that more would be tested the following day. Assuming that this measurement was correct, and supposing the yarn was made up as 20s the counts in the bundle would only be 17·47, and a reference to our wrapping books shows us that this is impossible. We assumed that our friends meant that 10 knots or 5 lbs. had been tested, but this appears to us to be quite insufficient to stop a shipment of 68 bales, and illustrates how exceedingly difficult the testing of yarns will be if the Customs take two days to reel 5 lbs. and then, unless there was some mistake in the yarn the particular bundle contained, arrived at a result that we have no hesitation in saying was incorrect.

We think that at least 10 per cent. of the shipment should be found incorrect before the whole is condemned.

The test adopted in the yarn trade appears to us an ample and sufficient one. If the weight of the bundle of yarn is 10 lbs. and it wraps within 5 per cent. of the described count, the bundle is bound to contain the correct yardage within 5 per cent.

We see no difficulty in making all bundles the correct weight.

The conditions of this climate are so various and the amount of skilled labour so small that it is perfectly impossible to give results mathematically correct with existing machinery.

We have written you at considerable length, but as our interests in the question are considerable, it must be our excuse for occupying so much of your valuable time.

THE INDIAN MERCHANDISE MARKS ACT.

To the Editor of the "Manchester Guardian."

This Act requires no modification, but the trade should combine and prosecute those spinners, yarn agents, and shippers who deal in yarns that are short-reeled. What is the object of short-reeled yarns? To enable the unscrupulous competitor either to undersell or make a larger profit than the honest trader. As a rule it is sold at lower prices than the full length, and the consumer no doubt gets it a little cheaper; but he is deceived, and when this is found out we not only lose our reputation as producers, but we lose the business. These short lengths are generally palmed of in countries where the ultimate consumer is an ignorant peasant, and understands neither leas nor hanks nor yards. He only discovers that a knot or bundle he bought

has not made as much cloth as it used to do before short-reeling was introduced. You cannot palm off short lengths on the English, French, or German manufacturer. There is one standard length for cotton yarns —namely, 840 yards in a hank. The same remark applies to dyed yarns, and it is no use Mr. M'Cartney trying to reduce it to 800 yards. He cannot find this standard anywhere. In doubled yarns the same standard applies, but after it is doubled we all know there is some milling up. Supposing, however, you untwist two-fold forties, the single yarn must be forties ; that is, yarn containing 40 hanks of 840 yards each to one pound weight. No amount of quibbling can get over this fact, and it would be just as reasonable to try to persuade people that 34 inches make a standard yard as that anything but 840 yards can make a hank of cotton yarn.

MANCHESTER, *4th December* 1889. FAIR PLAY.

GREY COTTON YARNS AND THE INDIAN MERCHANDISE MARKS ACT.

[TIMES OF INDIA, *December 14th*, 1889.]

To those who disagree with the action of the Bombay Chamber of Commerce in recommending certain rules under this Act, which rules the Government of India adopted, we commend the following letter which recently appeared in the *Manchester Examiner and Times*. It will be seen that a "regular buyer of yarn" in *Manchester* states "positively" that there is no difficulty in reeling yarn so as to give an average length of 840 yards per hank. It is doubtless "inconvenient" and "troublesome" being compelled to become honest, but practical men know that the difficulties in the way are more fanciful than actual. The mere fact that spinners are prepared to supply yarns which will conform to the requirements of the Indian Act *at a higher price* shows that the "impossible" is possible. The difference in price is just the difference between the fraudulent and the honest yarn. In the English Act the length of a hank is not stated, but under rules of the Indian one, thanks to the Bombay Chamber, it is clearly stated as 840 yards ; and now the Manchester Chamber has passed a resolution recognising a similar length as the length of the hank in England :—

The tenor of recent correspondence which has appeared in your columns has been to assert that it is, in practice, impossible to reel yarn so as to give an average length of 840 yards per hank ; but as a regular buyer of yarn I can positively state that many spinners have always succeeded in giving at least such an average.

On the other hand, many spinners have intentionally given a shorter average length, arrived at in one or two ways, either by putting on a "wheel" which reduces the number of revolutions of the reel per hank, or by reducing the circumference of the reel itself, or again, by the adoption of both methods. All that is required is that spinners should adopt such a "wheel" or such a size of reel as will raise their present average to 840 yards. Each spinner must make his own arrangements, according to the strength of the yarn he is reeling, after allowing for breakages to give an average of 840 yards. Weak yarns might be reeled more slowly, so as to cause less breakage and less variation. I anticipate the statement that this means extra expense, but that is a question outside the Act. I have not such a poor opinion of Lancashire cotton spinners as to suppose that they are

unable to comply with the Act on the question of average length. "Where there is a will there is a way."

I wish, however, to touch upon another question, which, so far, has not been referred to in the public prints, but upon which there is much divided opinion "on 'Change." I refer to the question of the net weight of yarn in a 5lbs. or 10lbs. bundle. Hitherto the custom has been to accept 4lbs. 15 ozs. and 9lbs. 14 ozs. of net yarn, respectively, and many think this practice is not affected by the Act, but I shall endeavour to show that "full weight" is essential to compliance with its conditions. Hanks of 840 yards average and true counts would, as a matter of course, give full weight, and the only way to loose the 2ozs. in the 10lbs. bundle is by spinning 1¼ per cent. fine on the average. Many contend that this is permissible under the Act which allows 5 per cent. variation from the described count, but, to push this argument to absurdity, as the Act allows 5 per cent. fine of counts, why not send bundles 5 per cent. light, weighing 9lbs. 8ozs. of net yarn to the 10lbs. bundle? By parity of reasoning, if yarn must average correct length, counts should also average the described count, and this, I think it is easy to show is what is contemplated by the Act. It is generally conceded, I believe, that absolute uniformity in the counts is unattainable, but that variations of 5 per cent. either way will, at times, occur. It follows therefore, that if yarn is spun 1¼ per cent. fine to allow of the loss of 2ozs. per 10lbs. bundle, the spinner has only 3¾ per cent. margin left before he reaches the maximum variation allowed by the Act. Consequently the unavoidable variation of 5 per cent. in spinning compels him to keep to the described count on the average, entailing, as a matter of course, "full weight" of net yarn. Moreover, weight is under control. Hanks will vary in length, and counts will vary, but weight is the one factor over which the spinner has absolute control, as the net yarn is always weighed out before being put into the bundle press, and made up; consequently any deviation arises either from intention or from carelessness.

As purity of motive has been much called in question in recent correspondence, I hope I shall be believed when I state that I have not in the remotest degree any interests in cotton mills outside the United Kingdom. If my views as to the interpretation of the Indian Merchandise Marks Act fine acceptance and are adopted in practice, I may on sum future occasion address you again on the subject of bundle yarns, but from a different standpoint.

MANCHESTER, *October 28th*, 1889. OSWALD ROBINSON.

30th January 1890.

From Messrs. RALLI BROTHERS to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

For the information of the Chamber, we give you below extracts of letters received from our Manchester firm, relating to yarns and the Merchandise Marks Act:—

Extracts.

No. 1—*Manchester, 6th December.*—"We send you herewith an extract from the *Manchester Examiner*, dated 5th December 1889:—

"As far as we can learn, it is generally accepted by the merchants as putting the case from their point of view, but the dyers are up in

arms against the views expressed concerning the non-shrinkage of yarn in dyeing.

"Yesterday afternoon we received from a dyer dyed hanks of yarn previously reeled by ourselves grey, of which we took the exact length. On re-reeling it in the dyed state on the same reel, the following are the results, as far as we can send them to-day, as we have still to reel off two more hanks :—

Grey length.	Dyed length.	Counts.	Shrinkage %.
Yds.	Yds.		
840	837½	40s Tky. Red.	0·298
840	835¼	.....	0·565
700	700	50s Yellow.	None.
810	810	50s Pea Green.	None.
720	717	50s Dk. Green.	0·417

"As this question may be debated in your Chambers of Commerce on receipt of this mail, we think it well to give you these preliminary tests which at least dispose of the arguments of the Scotch dyers to your several Chambers."

No. 2.—Manchester, 20th December.—"In continuation of what we wrote by our letter dated 6th December respecting the non-shrinkage of yarn in dyeing, we beg to say that we have since received a further lot of hanks which were previously reeled by us, but dyed by another dyer; the result of the re-reeling we give you below :—

Grey length.	Dyed length*.	Counts.	Shrinkage %.
Yds.	Yds.		
835	830	50s Yellow.	·598
820	815	50s Pea Green.	·609
838	830	50s Orange.	·955
830	824½	50s Dk. Green.	·602
836	830	40s Tky. Red.	·717
840	835	50s Ditto	·595
590	580	40s Benzo Red.	·678
820	811	50s Orange.	1·098

* Including an assumed gain of 5 yards from re-reeling.

"We think it right, however, to point out to you that on a second reeling the grey hank gains in length through the stretching of the yarn 5 yards to 12 yards according to the quality of the yarns used, consequently this lengthening of the hank should be taken into account when finding what shrinkage there is in the process of dyeing. Such yarn as the 50s used above will gain about 5 yards on a second reeling which will make the shrinkage by this length more than we previously informed you. The 40s being a better class of yarn gains more, say about 6 to 10 yards.

"In the above results we have taken this probable gain, which is as *near as we can judge right, into account.*"

P. S.—We do not enclose the extract from the *Manchaster Examiner* as we presume that the Chamber have received it.

MADRAS, 1*st February* 1890.

From SIR CHARLES LAWSON, KT., Secretary, Chamber of Commerce, Madras, to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

I am desired to acknowledge, with thanks, the receipt of your telegram of the 22nd ultimo, in which you state that the Government is about to appoint a Committee in which your Chamber will be represented to frame instructions under the Indian Merchandise Marks Act for the guidance of the officers of the Custom House, and you invite this Chamber to offer suggestions for the Committee's consideration.

On the 14th November last, this Chamber addressed the Madras Government respecting the inconvenience experienced locally in complying with the Merchandise Marks Act, and the letter was forwarded by the Madras Government to the Government of India on the 17th December. In that communication, of which I enclose a copy, reference was made to the desirability of modifying the provision of the Act, which requires that "the place of manufacture" as well as the "country in which it is situated should be clearly indicated in the case of goods of foreign manufacture brought into India," and objection was taken to the rule issued by the Government of India under the Act, under which all cotton yarns, including dyed twist, must average not less than 840 yards per hank, and that all yarns, averaging under 840 yards per hank will be confiscated.

I am now desired to say that, according to the Act, a variation of 5 per cent., is permissible in the counts of grey yarns. This appears to overlook the fact that if the counts are 5 per cent., out in the yarn, it is impossible for the length to be correct if the bundle is the correct weight. Practical experience shows that the counts of yarn cannot be kept exactly to a desired point, and it is very difficult to obtain correct reeling. Spinners in England are altering their machinery to give a longer length than is actually required by the Act, and the results of trials made since this alteration show a variation ranging from 811 yards to 850 yards per hank. If these results are obtained in Lancashire mills, where the labour is highly trained and experienced in every description of cotton manufacture, the Chamber considers it only fair that spinners in this country with the untrained

and constantly migrating operatives they have to employ, should be allowed a fair variation in the length as well as in the counts, which 5 per cent. would give them. The Chamber does not recognise the necessity of preventing a spinner giving a higher count than that described so long as the weight of the bundle represents the described weight, or the weight as indicated by the number of knots it contains. The Chamber considers that 10 per cent. of a shipment should be found incorrect before the whole is condemned.

Yarn is usually tested by first weighing the bundle, and then wrapping the counts on a machine specially made for the purpose. If the yarn answers the description in these particulars, it is usually accepted by the trade as being correctly described so far as length and counts are concerned, and the opinion of this Chamber is that this is a proper and sufficient test for the Customs.

It is obvious that if a variation of 4·64 per cent. takes place in a Lancashire mill, where the machinery has been specially laid out to meet the requirements of the Act, it will be exceedingly difficult for Customs officials in India to arrive at anything like a correct result, if they have to re-reel yarn under very much more difficult circumstances than those under which it is reeled at the mill without making a considerable wastage, the length of which wastage it will be almost impossible to assess. It must not be forgotten that the bundled yarn is weighed and made up after reeling at the mills, and that yarn at the mill is reeled from a bobbin reducing the difficulty of reeling to a minimum.

With reference to the clause dealing with coloured yarns, the Chamber considers that the practice of substituting a finer count for a coarser, the difference in the weight being made up by the chemicals used in dyeing to be an objection, and that means should be found to make it compulsary for dyers to use yarns of the counts as are prescribed when in the grey.

MADRAS, 14*th November* 1889.

From the HON'BLE. J. A. BOYSON, Chairman, Chamber of Commerce, Madras, to the CHIEF SECRETARY to GOVERNMENT, Fort St. George.

It has been brought to the notice of the Chamber that inconvinence is experienced in complying with the provisions of the Indian Merchandise Marks Act which require that "the place of manufacture" as well as "the country in which it is situated should be clearly indicated in the case of goods of foreign manufacture brought into India, and I have the honour to ask His Excellency the Governor in Council to move the Government of India to permit the modification of the Act so as to relieve importers from the necessity of stating "the place of manufacture."

So far as the Chamber is in a position to see, the purposes of the Act will be gained by compliance with the stipulation as to the "country of manufacture," and no advantage can accrue from disclosing such a detail as the "town of manufacture" which importers are usually anxious to keep to themselves.

The Chamber wishes also to bring to the notice of the Government that, according to a rule issued by the Government of India on the 17th August under the Act, all cotton yarns, including dyed twist must average not less than 840 yards per hank, and that all yarns averaging under 840 yards per hank will be confiscated. The Chamber desires to point out that the dyeing of yarns involves a certain amount of shrinkage, and that a hank of 840 yards of grey yarns will not measure 840 yards after it has been dyed and re-dried. It is calculated that the natural shrinkage of yarn in dyeing is 5 per cent. of the original length of grey yarn, so that the utmost length that can be guaranteed by dyers from yarn tested to 840 yards of grey yarn is an average of 800 yards of dyed yarns.

The Chamber, therefore, begs His Excellency the Governor in Council to move the Government of India to modify the rule under reference, so that an average of 800 yards may be accepted by the Customs authorities as full length for hanks of dyed cotton yarns.

Extract from the report of the proceedings of the Annual Meeting of the Manchester Chamber of Commerce, held on Monday, February the 3rd, taken from page 4 of the *Manchester Guardian* of Tuesday, February 4th, 1890.

English and Indian manufactured goods.—Mr. George Hablo said that since the passing of the Indian Merchandise Marks Act, English manufacturers had suffered under great disadvantages. He did not know whether those present had read the letter which he had published on the subject, but the fact was that English yarns and cloth were very minutely criticised at the ports in India, while he understood that spinners and manufacturers in India had perfect liberty to reel, manufacture, and export to China and Japan any yarns or goods which they might choose. (Mr. George Lord: "No, no.") At any rate bundles of yarns had been returned to this country from China and Japan reeled in India which certainly were neither the proper count nor full lengths. He thought the Chamber might move in the direction of having some sort of control over the mills in India such as was exercised over Manchester goods in India. In that case the competition would be a fair one.

Mr. J. E. Longson said that with regard to our export trade in yarns to Japan and China the figures which had recently been published indicated a very serious falling off as compared with former years, whereas he understood that the quantity exported by India to those markets was in excess of what it had been hitherto. He hoped the Chamber, in the midst of its multifarious duties, would not ignore the work they had already undertaken, and would continue, as far as possible, to carry it on until they had a proper understanding as to why Indian yarns were competing with us in China and Japan, and why our own trade was so seriously falling off.

Mr. G. Lord, in reply to these questions, said he thought Mr. Hablo could scarcely have read the report that was issued by the Chamber a year ago as to the cause of the competing with Lancashire by Bombay.

Mr. Hablo: I have read it.

Mr. Lord said he thought the volume afforded an explanation of our own position at the present time. With regard to the Merchandise Marks Act, he would ask Mr. Hahlo in what respect a Lancashire spinner was at a disadvantage in comparison with the Indian spinner in the matter of reeling.

Mr. Hahlo said his firm had a bundle of yarn returned from Calcutta not long ago with the inquiry why they could not send out similar yarns at the same price. The bundle was Indian-spun yarn, and it was represented to be 30s. He looked at the thread, which appeared to him to be very thick, and sent it to the reeling room, when it turned out to be 23s and to measure only 780 yards.

Mr. Lord said he was sorry the Chamber was not likely to help gentlemen out of the difficulty. He wished a means could be suggested. With regard to the instance mentioned by Mr. Hahlo, he should like to ask, when was that bundle of yarn reeled. It came from Calcutta, and had, he supposed, been to China or Japan. The Merchandise Marks Act came into force in India in August last, and he supposed at this moment it would be no difficult matter to find lying at the godowns in Bombay 40s yarn reeled at 620 yards to the hank, or any length they liked. At the present time the very greatest care was being taken in India to compel spinners there to reel 840 yards full. He did not know that anything could be done in India more than had been done. The Government had passed an Act making it a penal offence to be in possession, for any purpose whatever, of a bundle or a quantity of yarn which was short-reeled, and that was all that had been done in this country. In the case of yarn going out of this country to India or elsewhere the Custom-house took no cognisance as to whether it was short reeled, and could it be expected that the Indian Government should pass a law to examine yarn as it was exported from India? If they did, the same thing must be done in this country. The proposal had been made that there should be inspectors in India to go round the mills, but would they like that system instituted in Lancashire? How, then, could they ask for it in India? He dared say a few of the present generation would recollect the old Excise officer who used to go round the printworks. Would they like an inspector to go round the mills in Lancashire? On the contrary, it was very much more easy to put down fraud in India, and he believed it would be put down more completely there than in this country, for the reason that nearly all the yarn exported was spun within an area of three miles by seven in the island of Bombay, so that the spinners there were all under the public eye, whereas in England there were outlying districts all over the country where yarns might be reeled and exported short with impunity. If he were exporting yarns from this country to China and Japan, and found that short-reeled Indian yarn was competing with his, he should take care to possess himself of a bundle, and it was very easy to trace who the spinner of that yarn was in India. Having found out who the offender was, he should send out and institute proceedings. (Hear, hear.) Nothing more could be done than had been done. Spinners in India were precisely on the same footing as spinners in Lancashire with regard to any yarn they exported under count. There was the same law and the same supervision in each case.

Mr. J. S. Dods said he did not think Mr. Lord had answered Mr. Hahlo's question. Mr. Lord seemed to forget that there was an

enormous business done between Calcutta and Bombay in yarn. If the Bombay mills could reel as they like and send the yarns to Calcutta without their being examined, then Mr. Hahlo had clearly a case that required looking into and which that Chamber might do something in the way of rectifying. Mr. Longson also wanted to know whether anything had been done to remedy the loss of our Eastern trade. The matter was inquired into by a Committee of that Chamber about twelve months ago. The Export of yarn to China and Japan from Bombay went on increasing and he was one of those who said it would go on increasing until the silver question was settled. It was known to a good many people in that room that Bombay yarn had been imported into Lancashire, and he would undertake to import it into Lancashire and make a profit by it if they would lower the exchange about three farthings on what it was to-day. It might have been brought in quantities but for the rise of exchange which had taken place within the last month. The question was one which could not be smothered and which must be settled, and he believed it would only be settled in one way.

Mr. Hahlo said Mr. Lord had given him a good deal of information which at the time he was not in possession of, but he should like to ask one question. The Custom-house officers in the ports of India had the right to examine yarns going into India. Had we the same right to examine yarn spun by Indian spinners going out to China and Japan?

Mr. Lord: No certainly not. I ask you who is the corresponding authority in this country who examines English spinners' yarn? Continuing, Mr. Lord said Mr. Hahlo had stated that when yarn went into India it was examined at the Custom-house. That was true, and then he asked whether the Custom-house likewise examined yarn which went out of India. That was not the question. The competitors were the spinner in Lancashire and the spinner in India. There was no supervision exercised over yarn when it left India, and neither was there over yarn when it left England. Therefore in the matter of yarns spun in India and yarns spun in England spinners were on precisely the same footing. There was a law in each country that the length of yarns should be 840 yards, and there was no supervision on its passing out of the country, whether that country be England or India. That disposed of the China and Japan question. Mr. Dods had raised another question with regard to yarn consumed in India, and he said the Bombay spinner was permitted to reel short. He really was not, because the law was most stringent and most easy of application, inasmuch as with the limited area it could pounce in a moment upon the offending spinner. Mr. Dod's remedy in such a case as he had put, was to possess himself of a bundle of short-reeled yarn, and take proceedings in the Calcutta Police Court. There was no difficulty in the matter if it was followed out in detail.

Mr. Behrens asked a question as to the legality or otherwise, under the Merchandise Marks Act, of stamping certain goods known in the American Market as Indian linens, but which were in reality calico made from fine cotton, as Indian linens. Everybody, he explained, knew that they were not Indian linens at all, but cotton goods, and under the Merchandise Marks Act to stamp calico as Indian linen was decidedly wrong. There was a good deal of difference of opinion about

the matter, and a great many firms, including his own, refused to stamp the goods as Indian linens, and were being prevented from shipping that class of goods. He desired to know whether it would be correct, under the Act to which he had referred, to stamp the goods as "imitation Indian linen," or to retain the words "Indian linen" and add "manufactured in Lancashire."

The president said Mr. Behrens' application to the Board with regard to the matter had not been lost sight of, and would be brought before the Merchandise Marks Committee the next time that Committee met.

To the EDITOR of the "MANCHESTER GUARDIAN."

I am sorry to read that, in answer to inquiries from the Indian Government, the Calcutta Chamber of Commerce is stated to be about to recommend that the standard length of grey yarns should be fixed at an average of 820 yards, and dyed yarns at 800 yards, to the hank. I do not propose to touch particularly upon the length for dyed yarns, not being sufficiently acquainted with the facts ; but I do know that some colours, at any rate, shrink in the process of dyeing, but to what extent is a question upon which opinions differ. To fix, however, the average length of grey yarn at 820 yards would be a decidedly retrograde movement, and subversive of commercial morality. The instructions to regulate proceedings under the Indian Merchandise Marks Act fixed the average length of the hank at 840 yards. Eight hundred and forty yards has always been the recognised standard in this country, although prior to the passing of the Act considerable laxity had crept in ; but there is no more difficulty in giving an average of 840 yards than 820 yards. There is a growth of opinion in Manchester in favour of full length 840 yards, and it is found that the Bombay dealers are taking and paying for full length, as consumers will all do when once they can depend upon a uniform standard. A good deal has been said and written about the shortcomings of Indian spinners, especially where they come into competition with English spinnings in China and Japan. Would it not be well, therefore, to begin at home, and then we can with better grace insist upon a strict compliance with the law on the part of our Indian competitors ?

MANCHESTER, 12*th February* 1890. OSWALD ROBINSON.

To the EDITOR of the "MANCHESTER GUARDIAN."

It will be to many spinners a great relief to learn from Mr. Oswald Robinson's letter that it is probable that the stringent rule with regard to the selling of full 840 yards is about to be relaxed by the Indian Government. To many spinners it has been a matter of difficulty to supply yarn, especially 40s which must pull 40 lbs. per lea and count exactly 40s, with 840 yards to the hank. The buyers in India have insisted quite as much upon the retention of the test strength as upon the adoption of full length. As a matter of fact it is very doubtful whether there is sufficient cotton grown with the necessary strength of staple to supply this demand, and if spinners are compelled to completely alter their mixings the trade would be disorganised. Added to this is the irritation naturally caused by Lancashire spinners

knowing that Bombay spinners are in the habit of supplying in large and increasing quantities yarns very much short-reeled without any interference from the authorities. Mr. George Lord, in his extraordinary defence of the new system, admitted that the only check upon the Bombay short-reeling was public opinion. Surely Mr. Lord is not so unsophisticated as to believe that this will act as a prowerful deterrent.

13*th February* 1890. J. E. LONGSON.

Extract from the *Times of India*, 13th February 1890, (from its London Correspondent):

The vexed question of yarn lengths again cropped up at the annual meeting of the Glasgow Chamber of Commerce on Monday. The members appeared to be very much at sea as to whether the Indian law and British law were alike in reference to the counts and lengths of yarns. Mr. Wylie (of Messrs. W. Stirling and Sons) was "not quite certain" upon this point. Mr. James Robertson believed that offenders were struck at by the Indian law in order to bring about a better state of things than previously existed, and because these offenders had been acting contrary to the British as well as to the Indian law. "It would have been better," said Mr. Robertson, "to have made a frank acknowledgment that they wanted a little time to get straight. They had indulged in the bad practice of sending out yarn of 820 yards to the hank, whereas it ought to have been 840. They wanted time to become as honest as the Merchandise Marks Act required." There is certainly no want of candour about Mr. Robertson! Mr. Wylie did not attempt to satisfy this gentleman upon minute points, but said that, as to the general principal in regard to 840 yards being the count of the yarn, the British and Indian laws were entirely similar.

Extract from the *Times of India*, 27th February 1890, (from its London Correspondent).

At the instance of Mr. George Hahlo, the Manchester Chamber of Commerce, at their annual meeting on Monday, indulged in a discussion on the inconvenience of Indian competition. Mr. Hahlo is one of those who believe that, since the passing of the Indian Merchandise Marks Act, English manufacturers have suffered under great disadvantages. He declares that "English yarns and cloth are very minutely criticised at the ports of India, while spinners and manufacturers in India have perfect liberty to reel, manufacture, and export to China and Japan any yarns or goods which they may choose." On Mr. George Lord denying this, Mr. Hahlo insisted that, at any rate, bundles of yarn have been returned to this country reeled in India, which certainly were neither the proper count nor full lengths; and what he urged the Chamber to do was to move in the direction of "having some sort of control over the mills in India, such as is exercised over Manchester goods in India," so as to make the competition a fair one. In reply to Mr. Lords's inquiry in what respect a Lancashire spinner is at a disadvantage in comparison with the Indian spinner in the matter of reeling, Mr. Hahlo said his firm had a bundle of yarn, returned from Calcutta not long ago with the question why they could not send out similar yarns at the same price. The bundle was Indian spun yarn,

and it was represented to be 30s. But on examination it turned out to be 23s, and it measured only 780 yards. Mr. Lord said he would like to know when that bundle of yarn was reeled. It came from Calcutta, and had probably been to China or Japan; or whereas the Merchandise Marks Act only came into force in India in August last. No doubt, at the present moment, it would be no difficult matter to find lying at the godowns in Bombay 40s yarn reeled at 620 yards to the hank, or any length one liked; but, at the present time, there was no doubt that the very greatest care is being taken in India to compel spinners there to reel 840 yards full; and Mr. Lord confessed that he did not know that anything could be done in India more than has been done. In the case of yarn going out of England to India or elsewhere, the Custom House take no cognisance as to whether it is short-reeled, and can it be expected that the Indian Government shall pass a law to examine yarn as it is exported from India? If they do, the same thing must be done in this country. The proposal has been made that there should be inspectors in India to go round the mills; but would they like that in Lancashire? And, if not, Mr. Lord wants to know how they can ask for it in respect of India. Further, Mr. Lord contends that it is very much more easy to put down fraud in India—(and he believes it will be put down more completely there)—than in this country; for nearly all the yarn exported is spun within an area of three miles by seven in the Island of Bombay, so that the spinners there are all under the public eye; whereas in England there are outlying districts all over the country, where yarns may be reeled and exported short with impunity. If he had evidence such as Mr. Hahlo and other complainants allege, Mr. Lord says he would take care to possess himself of a bundle of the fraudulent yarn, trace (as is easily done) the spinner in India, and then institute proceedings. For spinners in India are, he insists, on precisely the same footing as spinners in Lancashire; they are subject to the same law and the same supervision. But this was not at all clear to Mr. J. S. Dods who, pointing to "the enormous business done between Calcutta and Bombay in yarn," urged that there was manifest injustice if the Bombay mills can reel as they like, and send the yarns to Calcutta without being examined. By the bye, Mr. Dods is one of those who believe that the export of yarn to China and Japan from Bombay will go on increasing until the silver question is settled. "It is known to a good many people," he said, "that Bombay yarn has been imported into Lancashire; and I undertake to import it into Lancashire, and make a profit by it if you will lower the exchange about ¾d. on what it is to-day. It might have been brought in quantities, but for the rise of exchange which has taken place within the last month." Mr. Lord pointed out to Mr. Dods that the easy remedy for the alleged frauds in the trade between Bombay and Calcutta is to get a bundle of that short-reeled yarn, and take proceedings in the Calcutta Police Court. A question of a peculiar and suggestive nature—illustrating the means employed for competing with India—was raised incidentally by Mr. Behrens during the discussion. It appears that certain goods known in the American market as "Indian linens" are in reality calico made from fine cotton. Everybody, according to Mr. Behrens, knows that they are not Indian linens at all, but cotton goods: though he confesses that he suspects that under the Merchan

dise Marks Act, it may be regarded as "decidedly wrong" to stamp calico as "Indian linen." He says, however, that there is a good deal of difference of opinion about the matter, and that a great many firms, including his own, refuse to stamp the goods as "Indian linen," and are being prevented from shipping that class of goods. He desired to know whether it would be correct, under the Act, to stamp the goods as "Imitation Indian linen," or to retain the words "Indian linen," and add "manufactured in Lancashire;" and the Merchandise Marks Committee of the Manchester Chamber of Commerce are going to consider the point.

Extract from the *Pioneer*, 1st March 1890.

The second annual meeting of the Upper India Chamber of Commerce was held at the offices, Cawnpore, on Thursday afternoon, under the chairmanship of Mr. W. E. Cooper, the president. The following gentlemen were present: Messrs A. S. B. Chapman (Elgin Mills Co.), Vice-President, E. C. Ball (W. Vale King and Co.), A. Beer (N. W. P. Jute Mills Co.), A. West (Victoria Cotton Mills Co.), G. B. Allen and Ledgard (Cooper, Allen and Co.), A. McRobert (Cawnpore Woollen Mills Co.), W. D. Henry (Alliance Bank, Simla), W. B. Wishart (Begg, Sutherland and Co.), Secretary, Munshi Newal Kishore, C I.E., Lalta Pershad, W. G. Bevis and R. W. Maxwell (Elgin Mills Co.): and by proxy the N. W. P. Soap Co., Mackinnon and Co., Babu Lall Behary Lall, Allahabad Bank, the West Patent Press Co., and the Upper India Couper Mill Co.

In opening the proceedings the Chairman said:

* * * * * * * * *

"Since we met in general meeting the Merchandise Marks Act has passed into law, and whilst thanking the Government of India for the facilities which have been given to this Chamber for the expression of its views on the subject, the country generally might, I think, be congratulated on the passing of an Act which is bound to have an wholesome effect on our import trade, and give at the same time every chance to local manufactures for fair competition with imported stuffs. There is however, one important point that is still the subject of controversy between importers and Government, and that is the stamping of dyed yarns. The Notification No. 1118 of the 13th August last, prescribed that in grey yarns the average length of a hank must be 840 yards, also that in dyed yarns the count or number should be held to indicate length only, and that the average length must be 840 yards. The contention now is that this is excessive in both cases; that Government should prescribe the average for grey yarn to be not less than 820 yards (840 being the standard); and that for dyed yarn, owing to shrinkage, even 820 yards is too much. Further, that an allowance of 5 per cent. should be made on 840 yards, and that though dyed yarn is to be marked to indicate a length of 840 yards, the description shall not be held to be false unless the average length is less than 798 yards, viz., 840 minus 5 per cent. Now, whatever the arrangements may be to the contrary, the fact undoubtedly remains that the consumer is expected to pay for more goods than he gets, and it seems to me only reasonable that if shrinkage or losses arise out of certain processes of manufacture, the dyer and exporter should adjust

such difference between themselves before the goods are placed on the market. I cannot see why the consumer should be expected to share in intermediary manufacturing losses, or pay for more goods than he actually receives, and it is to be hoped in the interest of consumers that this will be clearly laid down."

TELEGRAM, 14*th February* 1890.

From BENGAL CHAMBER of COMMERCE to MANCHESTER CHAMBER of COMMERCE.

Replying official enquiries Chamber intends recommend Grey Yarns generally standard 840 yards average 820. Dyed Yarns standard 840 average 800 yards. Below standard Civil below average Criminal action. Wire your Chamber's views promptly.

TELEGRAM, 14*th February* 1890.

From SECRETARY, MANCHESTER CHAMBER of COMMERCE, to SECRETARY, CHAMBER of COMMERCE, Calcutta.

Chamber adheres Government "Notification" August thirteenth yarn.

14*th February* 1890.

From SECRETARY, CHAMBER of COMMERCE, Manchester, to SECRETARY, BENGAL CHAMBER of COMMERCE.

Information has reached member of this Chamber by wire from Calcutta to the effect that in reply to the enquiries of the Indian Government your Chamber intends to recommend that the notification as to cotton yarns, dated Simla, 13th August 1889, should be relaxed by allowing an average of 820 yards to the hank for grey, and 800 yards for Dyed Yarns, whilst still prescribing 840 yards as the "standard" Also that charges of offence against the standard be prosecuted by Civil, and against the "average" by Criminal, action.

I am requested to state that this Chamber adheres strongly to the principle that the integrity of the standard hank of 840 yards should be preserved, and that the proposed alteration of the notification of 13th August would, in the opinion of this Chamber, seriously imperil the maintenance of that principle.

I have forwarded this morning a telegram to you in accordance with the views expressed above.

21*st February* 1890.

From SECRETARY, CHAMBER of COMMERCE, Manchester, to SECRETARY, BENGAL CHAMBER of COMMERCE.

Referring to my letter of the 14th instant, in the postscript of which I gave copy of a telegram then drawn up for despatch to you, wherein it was stated that the Chamber "approves Ralli's telegram," I wish to say that before my telegram was despatched to you, it was discovered that the extent of variation named by Messrs. Ralli was only 1½ per cent., and since this Chamber has approved the allowance of 5 per cent. provided for in the Government notification

of August 13th, 1889, I wired you in the following terms—"Chamber adheres Government Notification, August 13th, yarn." You will kindly therefore take these words as expressing the views of the Manchester Chamber.

I have to thank you for your telegram of the 14th instant, received at 2-15 on that day and which runs as follows :—

"Replying official inquiries Chamber intends recommend grey yarns, generally standard 840 yards, average 820 ; dyed yarns standard 840, average 800 yards ; below standard civil, below average criminal, action. Wire your views promptly.

TELEGRAM, *4th March* 1890.

From CHAMBER of COMMERCE, Calcutta, to Messrs. ARCHIBALD ORR EWING & Co., Glasgow.

Do further tests still confirm allowance 4 per cent. for shrinkage dyed yarns necessary average bundle ? Reply sharp.

TELEGRAM, *7th March* 1890.

From Messrs. ARCHIBALD ORR EWING & Co., Glasgow, to EWING & Co., Calcutta.

Four per cent. confirmed.

TELEGRAM, *7th March* 1890.

From CHAIRMAN, MERCHANDISE MARKS COMMITTEE, Calcutta, to SECRETARY, MILLOWNERS' ASSOCIATION, Bombay, and to CHAIRMAN, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

Can you say what is the shrinkage on yarn dyed in each colour ? We want actual facts as known by experience in large dyeing works. Length of grey yarn should be stated and length of same as dyed in each colour. State where dyed and what process employed in each case. Does shrinkage vary with kind of process employed ; and, if so, how ? Kindly reply by letter as early as possible.

Nos. 457 and 458.

Copy forwarded by post.

13th March 1890.

From SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore, to CHAIRMAN, MERCHANDISE MARKS COMMITTEE.

I am directed by the President to acknowledge receipt of your telegram of the 7th instant, and to advise that he has wired to you to-day as follows :—

"Principal mills here testing practically shrinkage dyed yarns ; report asked for follows on Saturday."

From this you will understand that a little time has been required to work out the necessary results before answering your enquiries fully.

13*th March* 1890.

From SECRETARY, CHAMBER of COMMERCE, Bombay, to SECRETARY to GOVERNMENT of INDIA, Department of Finance and Commerce.

I am directed to acknowledge the receipt of your telegram of the 12th instant, and to confirm my message in reply despatched to your address this afternoon :—

"Count practically includes weight, gauge, and length. Twenties yarn, for example, means twenty hanks of 840 yards each in one pound weight."

11*th March* 1890.

From SECRETARY, MILLOWNERS' ASSOCIATION, Bombay, to CHAIRMAN, MERCHANDISE MARKS COMMITTEE.

I am directed to acknowledge the receipt of your telegram of the 7th instant, and to confirm my message in reply despatched to your address yesterday afternoon :—

"Regret that no members of this Association are in a position from their own experience to answer our enquiries regarding shrinkage in dyed yarns."

15*th March* 1890.

From SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore, to CHAIRMAN, MERCHANDISE MARKS COMMITTEE.

With reference to my letter of the 13th instant, I am now instructed to forward you reports of experiments conducted by three mills in Cawnpore, viz., the Elgin Mills Company, the Cawnpore Cotton Mills Company, Limited, and the Victoria Mills Company, Limited, from which it will be seen that the percentage of shrinkage varies as follows :—In blue, from ·8 to 10, in red, from ·5 to 3·9, and he khaki, from ·8 to 5·1 per cent., but that in each case the yarn, owing to the weight of the dye, becomes a coarser count. These experiments were carefully conducted under the personal supervision of the manager of each mill.

There are no large dye-works in Cawnpore, although a very considerable quantity of yarn-dyeing is done for the various mills for use in the manufacture of borders to *dhotees*, *hurries*, &c.

The process followed is the ordinary native cold hand-dyeing, no machinery of any sort being employed. Indigo is the pigment used for blue, alizarine for red, and *hur* and *bhaira* for khaki.

The managers of all the mills state that it is a generally accepted fact that the European process of dyeing turkey-red greatly increases the weight of the yarn. But whether the shrinkage is considerable, they are not in a position to say.

11*th March* 1890.

From A. S. B. CHAPMAN, Esq., for the Elgin Mills Company, to the SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

I shall be very happy to see you any time to-morrow between 9 and 12 A.M. We have had some 16s yarns "rapped" and it is being dyed, and I hope to give you the result hereafter.

The loss in length of dyed yarn depends on two or three things: (1) the mixture of the cotton, (2) the counts, (3) the particular method each kind of colour is arrived at, &c., &c.

Results referred to above.

Sample.	Colour.	BEFORE DYEING.			AFTER DYEING.			REMARKS
		Yards.	Weight.	Counts.	Yards.	Weight.	Counts.	
			dwts. grs.					
1	Blue ...	120	2 14	16s	117	2 20	14s 5 dec.	Ring yarn twist.
2	Do. ...	120	2 14	16s	119	2 20	14s 4 „	Do. do.
3	Khaki ...	120	2 14	16s	119	2 17	15s 2 „	Do. do.
4	Do. ...	120	2 14	16s	118½	2 15	15s 7 „	Do. do.

CAWNPORE, 12*th March* 1890.

From J. HARWOOD, Esq., for Cawnpore Cotton Mills Co., Ld., to the SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

In reply to your favour of yesterday *re* variations in yarns after dyeing, I beg to say that I have wrapped grey yarns and afterwards sent them to be dyed with the following results:—

Counts.

Grey yarn	20s·60	after being dyed	red	... 19s·80
Ditto	20s·20	ditto	blue	... 18s·18
Ditto	19s·61	ditto	khaki	... 18s·60

These cases show that blue adds 10 per cent., to the weight, and red and khaki 5 per cent.

CAWNPORE, 10*th March* 1890.

From A. WEST, Esq., for Victoria Mills Co., Ld., to the SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

I am duly in receipt of your demi-official of date, forwarding copy of telegram received from the Chairman, Merchandise Marks Committee, Calcutta. I enclose three samples of yarn: the grey or undyed yarn is 120 yards standard; blue yards 114·55 or 3·34 per cent. lost in shrinkage; red yards 119·40 or ·47 per cent. lost in shrinkage.

The two dyed samples herewith are Cawnpore hand-dyed. In my opinion shrinkage varies with process, *i.e.*, if the bleaching process previous to dyeing is done by machinery, or milled, and that much depends on whether it is hard or soft twisted yarn, also the quality of cotton.

TELEGRAM, *8th March* 1890.

From the BENGAL CHAMBER of COMMERCE to the GLASGOW CHAMBER of COMMERCE.

Government intending altering proviso Rule 4 making 840 clearly average required. Would accept decision, mixed Committee, Glasgow dyers and representatives, Manchester Chamber, as to percentage shrinkage all qualities dyed yarns.

TELEGRAM, *17th March* 1890.

From the GLASGOW CHAMBER of COMMERCE to the BENGAL CHAMBER of COMMERCE.

Cannot arrange meeting before early next month.

CALCUTTA, *3rd October* 1889.

From Messrs. GRAHAM & Co. to the SECRETARY, BENGAL CHAMBER of COMMERCE.

Herewith we beg to hand you a letter, addressed to you, received by yesterday's mail, relative to that portion of the Act referring to dyed yarns, and should thank you to bring it before your Committee at the earliest possible date. You will perceive the important nature of the document from a glance at the names attached thereto.

It is most desirable that the matter should be settled at once, as our information is to the effect that several of the Glasgow dyers hold large stocks of yarn averaging 830 to 840 yards in the grey state which when dyed—owing to the shrinkage consequent upon the processes—will not measure more than 810 to 820 yards, and in the event of the Government refusing to alter the section, these stocks will be rendered in a manner useless.

Extract from page 4 of the "MANCHESTER GUARDIAN" of October 4th 1889.

IMPORTANT TELEGRAM.

"The following telegram was received yesterday afternoon by the Secretary of the Manchester Chamber of Commerce from the Bombay Chamber:

BOMBAY, *October* 3, 5-25 P.M.

"Impress on the members of your Chamber the absolute necessity of shipping no yarn to India of which the hanks average under 840 yards, otherwise Customs will confiscate."

With reference to this excerpt the following is taken from page 6 of the *Manchester Guardian* of October 5th, 1889:

"A meeting was held yesterday of merchants, spinners, and other members of the Manchester Chamber of Commerce interested in the export of yarn to India, at the offices of the Chamber, 44, Mosely Street, the president (Mr. Henry Lee) occupying the chair. The meeting had been summoned for the purpose of considering the following telegram received from the Bombay Chamber of Commerce on Thursday, which was published in our columns yesterday:—'Impress on the members of your Chamber the absolute necessity of

shipping no yarn to India of which the hanks average under 840 yards, otherwise the Customs will confiscate.' After considerable discussion the following resolution was unanimously adopted :—

"(*a*) That the Indian Government be supported in its decision to recognise no other length than 840 yards as that of a hank of yarn.

"(*b*) That to meet special cases, the Indian Government be recommended after conferring with the various Chambers of Commerce in India to provide for extension of time as may be considered necessary for the trade to conform to the Indian law.

(*c*) That in view of the practical difficulties in the way of the spinner, this meeting respectfully urges that a reasonable interpretation should be placed upon the enactment."

The next cutting is from the column on the same page and of the same date, headed *Commercial Markets* :—

MANCHESTER, *Friday, October 4th.*

" The telegram from Bombay, published this morning, stating that shipment of bundled yarns imported into India of which the hanks average under 840 yards would under the Indian Merchandise Marks Act, be confiscated by the Customs authorities, has excited a good deal of comment. It is admitted that it is quite possible to produce the better qualities in conformity with the strict requirements of the Act as defined in the regulations published by the Indian Government, but that it will be exceedingly difficult, if not impossible, to comply with these regulations in the case of the lower and cheaper qualities, which cannot be reeled without constant breakages and consequent deficiency in the lengths of a portion of the hanks in each bundle. As at present understood, the regulations are held to be inequitable, inasmuch as English imported yarn will be subject to regular examination at the Custom-houses, whilst Indian-spun yarn will only receive occasional and fitful supervision in the markets of India, and such yarn when exported may escape it altogether."

The last cutting is taken from " Commercial Markets, Manchester, Wednesday, October 9th," page 4 of the *Manchester Guardian* of October 10th 1889 :—

" With reference to the apprehensions, mentioned in our report two or three days ago, that the effect of the Indian Merchandise Marks Act and of the rules established under it would be to subject English yarns to a rigid inspection at the Custom-houses from which Indian spinnings would be exempt, there appears to be some misconception, or at least some premature misgiving. It is quite certain that the Indian Government intends to apply the Act vigorously and without respect. The Act itself provides that all 'goods' must, before leaving the Indian mills, be properly stamped with the length of each piece, and it is reasonable to suppose that some method will be devised, even if it does not now exist, for securing the true description of yarns spun in Indian Mills before they leave those establishments. Indian spinnings have hitherto, it is understood, been notorious for being falsely described, so far at least as the counts are concerned ; and in the long run the effect of a rigid application of the Merchandise

Marks Act will be to heighten the reputation of these yarns. Meantime, if there be any advantage in false description, English yarns which in respect of counts and length of hank may be deficient will have it in the China Markets under an efficient system of inspection in India. For whilst Indian yarns exported to China and Japan will be subject to the provisions of the Indian Act, English yarns shipped thither will simply come within the scope of the English Merchandise Marks Act, which in respect of yarns is apparently less strict in its operation than the Indian Act as interpreted by the rules issued by the Viceroy in Council.

6th July 1889.

From the CHAIRMAN, CHAMBER of COMMERCE, Madras, to the CHAIRMAN, BENGAL CHAMBER of COMMERCE.

In reply to your letter of the 20th ultimo, I am desired to inform you, with reference to the recommendations furnished to your Chamber by the Yarn Sub-Committee, that this Chamber cannot approve of the first, *viz.*, "that 10lbs. bundles shall not contain less than 9lbs. 12ozs. of yarn on average." The permissible variation of 2 per cent. as proposed, is calculated, it seems to this Chamber, to inflict upon the consumer a loss which it is the intention of the Indian Merchandise Marks Act he should be protected against; in other words, the retail buyer would be exposed to the risk of being legally defrauded of 4ozs. of yarn in each bundle he purchases. The effect of the recommendation is to make the weight of the bundle nominally 10lbs., whereas it may be actually only 9lbs. 12ozs.

The reasons which guided your Sub-Committee in making the above recommendation have been carefully considered. The experience, however, of this Chamber and of the local mills does not show that the climatic influences of this Presidency affect the weight of honestly-packed yarn to any appreciable extent.

With reference to the arguments contained in the concluding paragraph of your letter under acknowledgment, as no reference appears to be made, possibly intentionally, to the stamping of yarn and weight in the Act which confines itself to piece-goods and length, *vide* section 12, it seems to this Chamber that the penal clauses are inoperative as regards yarn, and that any expression of opinion as to what may be deemed a fair deviation from the weight upon which a price is fixed is both unnecessary and undesirable, that being a question which can be best settled between the parties concerned.

For the foregoing reasons this Chamber cannot subscribe to the opinion that a permissible variation of 2½ per cent. "is not too much to be allowed," neither can it concur in the proposal that 9lbs. 12ozs. of yarn shall be deemed to be 10lbs. of yarn.

As regards the second recommendation of the Yarn Sub-Committee, *viz.* "that a 'hank' of yarn shall be considered to be a length of 840 yards, and that on an average 'hanks' shall not contain less than 820 yards of yarn," the Chamber considers that this is unobjectionable, for 820 yards per hank has come to be generally recognised as the lowest permissible variation. If the bundle is light, it can and ought to be made good for having allowed a margin of 20 yards in the hank;

the spinner should be prepared to make up his weight by loose hanks rather than have his light weight sanctioned by the Act, which is intended to protect the consumer and not to show the extent to which he can be mulcted with impunity.

CALCUTTA, 31*st May* 1889.

From S. E. J. CLARKE, Esq., Secretary to "Yarns Sub-Committee," Bengal Chamber of Commerce, to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

I am directed by the Yarns Sub-Committee to submit, for the approval of the Committee of the Chamber of Commerce, the subjoined recommendations which the Sub-Committee unanimously adopted at their meeting yesterday as permissible variations in grey yarns. As will be seen, the Sub-Committee have no suggestion to make so far as dyed yarns are concerned.

Extract from the proceedings of the Yarns Sub-Committee at their Meeting held on May 30th 1889.

"The Sub-Committee recommend that a bundle of yarns shall be deemed to contain 10lb. of yarns, and that the bundles on an average shall not contain less than 9lb. 12ozs. of yarn.

"They also recommend that a hank shall be considered to be a length of 840 yards of yarn and that the hanks on an average shall contain not less than 820 yards of yarn.

"These recommendations involve a permissible average variation of 2½ per cent. in both the weight and the length of grey yarns.

"The Sub-Committee have no recommendation to make on the subject of dyed yarns."

BOMBAY CHAMBER OF COMMERCE, 12*th June* 1890.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor, by direction of the Committee, to acknowledge the receipt of your letter No. 3402 of the 16th ultimo, giving cover to the report of the Committee appointed by the Government of India,

(1) to draft instructions for the guidance of Customs officers in the working of the Indian Merchandise Marks Act, IV. of 1889;

(2) to consider whether the instructions to Criminal Courts framed under section 16 of the Act and issued with the Notification of the Home Department, No. 1118, dated the 13th August 1889, require to be amplified or modified.

2. Taking the points in the order in which they are dealt with in the report, my Committee presume that the question of the margin to be allowed for the shrinkage of dyed yarn will now be settled at 2½ per cent. in accordance with the decision arrived at by the joint Committees of the Manchester and Glasgow Chambers of Commerce.

3. With respect to the amendments suggested by the report of rules III. and IV. of the notification of the 13th August 1889, the Committee of the Chamber consider that the words "greater or" in rule III. sub-section (*a*), should be deleted. If these words are allowed to stand, the rule would amount to making it compulsory that the average count of the whole of the yarn in a bundle or a consignment should be exactly the described count. This might be requiring too much from the spinner, and my Committee consider that it would be sufficient to protect buyers if sellers were compelled to give not *less* than the described count. Regarding this section, the Committee of the Chamber understand that exception is taken by the Millowners' Association of Bombay to the permissible variation in the described counts of 5 per cent. on low count yarns. The members of that Association allege that owing to climatic and other causes, it is impossible to spin such yarns with a lower variation than 10 per cent. on all counts under 16s, and 7½ per cent. between 16s and 30s. As home spinners, however, do not appear to think that any wider variation than 5 per cent. is requisite, the Chamber is not prepared to suggest any alteration.

4. With the reduction in the percentage on shrinkage in dyed yarns, it will be necessary to specify in page 3 of the report, rule IV., that the average length of the bundle shall not be less than 819 instead of 815 yards.

5. Respecting the draft regulations under section 11 of the Indian Merchandise Marks Act, my Committee would suggest that to the list of piece-goods there should be added "Woollens," as they see no reason that they should be exempted in cases where they are sold by the piece, purporting to be of certain lengths.

6. With reference to sections 2, 3 and 4 of these regulations, my Committee are of opinion that the more than permissive terms in which they are couched would be likely to lead to considerable laxity in the administration of the

Act and ultimately to nullify the object with which the law has been passed. In clause 3, therefore, instead of the word "intermittently" they would suggest the substitution of the words "frequent intervals;" and in clause 4 after the word "examined" they would delete "shall" and substitute "need." They would, moreover, suggest that when packages have been opened for the purpose of ascertaining whether the goods have or have not been stamped, the opportunity should be taken to test the accuracy of the stamping so as to avoid the trouble and expense of opening fresh packages. With the same view they propose that in clause 6 the words "need not" should be substituted for the word "shall" and "except" for "only."

7. As regards clause 1 of the draft instructions for the guidance of executive Custom House officers, my Committee consider that any description of quality on labels or tickets should not be exempted from the liabilities attaching to trade descriptions. Taking, for instance, the example given regarding bundles of hosiery, they do not think the word "merino" should be allowed to be used unless it is treated as a trade description. Buyers of such articles are usually content with examining the description given on the labels attached to the small packages, and such descriptions are quite as likely to be the means of misleading the public as those actually stamped on the goods.

8. With these exceptions the Committee of this Chamber agree with the recommendations of the Report, and should be glad to see them put in force.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

No. 3782 of 1890.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 31*st May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3402, dated the 16th instant, I am directed to forward, for the information of the Chamber, the accompanying copy of a letter from the Government of India, No. 994, dated the 15th idem.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No 994.

SIMLA, 15*th May* 1890.

From J. P. HEWETT, Esq., Under-Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In continuation of the communication from this office No. 863, dated the 26th ult., I am directed to say that the result of the reference made to the Chambers of Commerce at Manchester and Glasgow, has been that the two Chambers and the Glasgow dyers recommend that 2½ per cent. should be the net maximum of shrinkage for all dyed yarns.—I have, &c.,

J. P. HEWETT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 20*th June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to confirm the following telegram despatched to your address on the 3rd instant, viz. :—

"Referring Marks Act, please wire if you see any practical difficulty in spinning yarns under twenties within five per cent. of described count;"

and to thank you for your prompt reply, dated the 4th idem, as follows :—

"No difficulty."

The enquiry was rendered necessary owing to a contention on the part of the Bombay Millowners' Association in discussing the proposed new rules for the guidance of Custom House officers in working the Merchandise Marks Act, that it is impossible to spin low count yarns within 5 per cent. of the described count. The enclosed copy of this Chamber's report on the proposed rules will explain the position.—I am, &c.,

JOHN MARSHALL, Secretary.

Extract from letter dated 6th June 1890, addressed by the MANCHESTER CHAMBER of COMMERCE to the CHAMBER of COMMERCE, Bombay.

On the 3rd instant, I received from you a telegram of which the following is a copy :—

"Referring Marks Act, please wire if you see any practical difficulty in spinning yarns under 20s within 5 per cent. of described count."

After consultation with the Chief Officers of our Yarn Sectional Committee, as well as with the United Cotton Spinners' Association,

and with several spinners of low counts, whose opinions on the subject were unanimous, I replied to you by wire in the words

"No difficulty."

I may add that so far back as August 27th last, in reply to a question addressed to it by the Board of this Chamber, the United Cotton Spinners' Association gave the following answer :—

> "This Association is of opinion that a variation of counts in "bundle yarn of 5 per cent. above and below the specified "count should be allowed."

No. 6187 OF 1890.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 1*st September* 1890.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of a letter from the Government of India, Department of Finance and Commerce, No. 3886, dated the 12th ultimo, and of its accompaniments, and to request that you will be so good as to favour this Government with the opinion of the Chamber on the suggestions made by the Bengal Chamber of Commerce.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 3886.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 12*th August* 1890.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In continuation of the letter from the Home Department, No. 863, dated the 26th April, 1890, on the subject of the Merchandise Marks Act, I am directed to forward copy of letters from the Bengal Chamber of Commerce, Nos. 606 and 608, dated the 30th June 1890, and to request that, with the permission of His Excellency the Governor in Council, the opinions of the Bombay Chamber of Commerce and of the Bombay Millowners' Association may be obtained on the suggestion made.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 606-90.

STATISTICS.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30*th June* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce.

SIR,—A case has been brought to the notice of the Committee of the Chamber of Commerce, when the question was raised as to whether "Bleached yarn" came under the operation of the Rules published in Home Department's Notification No. 1118, dated 13th August 1889; and if so, whether Rules III. or IV. applied to them.

So far as the Committee are aware, there are no rules which apply to this class of yarn, but they are informed that, the Joint Committee of the Manchester Chamber and Glasgow Dyers, which met recently at Carlisle, did go into the question of allowance to be made in the case of Bleached yarn, and decided that, the maximum variation permissible might be taken as 2½ per centum, whether for single or double yarn when bleached. The Committee are clear that, this class of yarn cannot be classed as Thread, and they would, therefore, suggest that in framing amended rules, under section 16 of Act IV. of 1889, Government might taken the opportunity to decide the latitude in counts and length allowable in the case of bleached yarn.

The Committee, in making this suggestion, would not recommend that any distinction should be made between single and doubled yarns. They would deprecate the inclusion of Bleached yarn under the Rules affecting Dyed yarns. The former have hitherto been sold by presumably actual counts, and, were it decided that, "the trade description applied to a bundle of *Bleached* yarn shall be accepted as indicating length only," the way would, the Committee think, be paved for the introduction of abuses, which it is the object of the Merchandise Marks Act to prevent.—I have, &c.,

S. E. J. CLARKE, Secretary.

No. 608-90.

STATISTICS.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30*th June* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce.

SIR,—In connection with the subject of the framing of Rules, for the guidance of Customs Officers and of Criminal Courts, under the Indian Merchandise Marks Act, IV. of 1889, a representation has been made to the Chamber of Commerce, that a trade in Indian yarns may spring up with French, or French Colonial Markets, and that such a contingency does not appear to have been contemplated by the Act.

The following quotation will afford you an explanation of this difficulty :—

"French yarn is made up on a system based on the metre and "gramme as units, not on the yard and pound : *e.g.*—

1,000	metres	weighing	500	grammes	= No. 1
1,000	„	„	250	„	= „ 2
1,000	„	„	50	„	= „ 10
&c.		&c.			&c.

"thus French 10s.=English 11·8s.

"Moreover, the yarn is not split up into leas and bundles vary "in weight with the counts. There may be at any time a "demand for Indian spinnings in districts where the above "system is established. There are possibly other systems in "vogue in other countries."

The Committee beg to suggest that there would appear to be a necessity for the framing of a Rule to govern the difficulty to which they have drawn attention.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd October* 1890.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR—I have laid before the Committee of the Chamber your letter No. 6187 of the 1st ultimo, with accompaniments, submitting references from the Bengal Chamber of Commerce with regard to

(1) the permissible variation which should be allowed under the Merchandise Marks Act in respect of bleached yarns; and

(2) suggesting the necessity for framing a rule under the Merchandise Marks Act for the guidance of Customs Officers and of Criminal Courts respecting yarns which may be made up according to the French system for exportation to French or French Colonial Markets.

(2.) With respect to the first reference, I am directed to say that the Committee of the Chamber agree with the opinion of the Bengal Chamber of Commerce that bleached yarns cannot, for the purposes of the Act, be classed as either Thread, Grey or Dyed yarn. From the information at their disposal, however, the Committee do not consider that bleached yarn, whether double or single, would be altered in length by the process of bleaching, although it would undoubtedly be reduced in weight owing to the removal of the gummy, resinous and other extraneous matters inherent

in grey yarn. So far as the counts and length are concerned, therefore, they consider that the permissible variation allowed under the Act should be the same as for grey yarns, but an allowance should be made in weight as follows :—

On 80s down to 30s of 2½ per cent.
„ 30s „ „ 18s „ 4 „ „
„ 18s „ „ 8s „ 5 „ „
„ 8s „ „ 1s „ 7½ „ „

3. As regards trade descriptions for yarns made up for exportation to French or French Colonial Markets, my Committee do not consider it advisable any special rule should at present be introduced. The stamping of yarns is not compulsory under the Act, and it is therefore open to any people making up bundled yarns for export to French territory, in the manner in which French yarns are usually made up, to describe them as they please, care only being taken that they describe them correctly within the permissible variations laid down for the English system of reeling and bundling, the equivalent of which, under the French system, is very easy of calculation.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1738.

JUDICIAL.

4th December 1890.

In the exercise of the power conferred by section 16 of the Indian Merchandise Marks Act. IV of 1889, the Governor-General in Council directs that Criminal Courts, in giving effect to the provisions of the Act in respect of trade descriptions of quantity, measure, or weight of the goods specified hereunder, shall observe the following instructions, which supersede those contained in Notification No. 1118, dated the 13th August 1889 :—

I.—A trade description of length stamped, on *grey*, *white*, or *coloured cotton piece-goods* shall not be deemed to be false in a material respect unless—

(*a*) where a single length is stamped, the description exceeds the actual length by more than—

4 inches in pieces stamped as 10 yards long and under ;

5 inches in pieces stamped as above 10 yards and up to 23 yards long ;

7 inches in pieces stamped as above 23 yards and up to 36 yards long ;

9 inches in pieces stamped as above 36 yards and up to 47 yards long ;

18 inches in pieces stamped as above 47 yards long ;

Provided that the average length of the goods in question shall not be less than the stamped length ;

(*b*) where a maximum and a minimum length are stamped, the described maximum length is greater than the actual length by more than—

9 inches in piece-goods under 35 yards long ;

18 ditto ditto 35 yards and up to 47 yards long ;

36 inches in piece-goods above 47 yards long ;

Provided that no such piece shall measure less than the minimum stamped length.

II.—A trade description of width stamped on *grey*, *white*, or *coloured cotton piece-goods* shall not be deemed to be false in a material respect unless the description exceeds the actual width by—

half an inch in pieces stamped as 40 inches or less in width ;

three-quarters of an inch in pieces stamped as over 40 inches or under 59 inches in width ;

one inch in pieces stamped as 59 inches or more in width ;

Provided that the average width of the goods in question shall not be less than the stamped width.

III.—A trade description of count or number, length or weight, applied to *grey* or *bleached cotton yarn*, shall not be deemed to be false in a material respect unless—

(*a*) the described count or number is greater or less than the actual count or number by more than 5 per cent., provided that the average count of the whole of the yarn in question is not greater or less than the described count ; or

(*b*) the average length of the whole number of hanks in a bundle is less than 840 yards ; or

(*c*) in a bundle of yarn of any count under 50, described as being ten pounds in weight, the number of knots of ten hanks each is not the same as, and the number of knots of five hanks is not double, the described count or number of the yarn ; or

(*d*) in a bundle of yarn of any count from 50 upwards, the number of knots of twenty hanks each is not half, when the described weight is ten pounds, and is not a quarter, when the described weight is five pounds, of the count or number of the yarn ; or

(*e*) in the case of *bleached yarn* the described weight exceeds the actual weight by more than—

7½	per cent.	in counts	from 1	to 8 ;
5	Do.	do.	from above 8	to 18 ;
4	Do.	do.	do.	18 to 30 ;
2½	Do.	do.	do.	30 to 80 ;

IV.—A trade description of count or number applied to a bundle of *dyed cotton yarn* shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if the average length of the hanks in a bundle is less than 819 yards.

V.—A trade description of length applied to *thread of any kind* (of cotton, wool, flax, or silk) shall not be deemed to be false in a material respect unless it exceeds the actual length by more than one per cent.

VI.—The dimensions of goods on which their length or width is stamped shall be determined by measurement in imperial yards of thirty-six inches.

C. J. LYALL,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 30*th December* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Home Department, Judicial, Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have had under consideration the rules under the Indian Merchandise Marks Act framed by the Government of India and published in the official Gazette of 6th December 1890.

2. In addressing the Bombay Government in June of the present year on this subject my Committee suggested that the words "greater or" in rule III. sub-section (*a*) should be deleted, but this proposal does not appear to have been favorably considered by Government, and the words in question still appear in the rule under notice. I beg to enclose a copy of this Chamber's letter to the Bombay Government referred to above, and my Committee would again respectfully urge that the words alluded to be deleted. Compliance with the rule is simply impossible, as it is not practicable to make up any given quantity of yarn, let it be a hank, knot, bundle or bale so that it should average out exact counts or lengths. The rule admits this so far as length goes by using the words "less than" instead of "greater or less," and the same arguments that apply to length apply if anything more strongly to counts. It will thus be seen that some alteration is required in rule III. sub-section (*a*), and my Committee consider that the present difficulty would be met by expunging the words "the whole of" and substituting "any bundle of" and by also deleting the words "greater or" at the end of the para. The clause would then correspond with (*b*) rule III. which deals with length and would read as follows:—

(*a*) The described count or number is greater or less than the actual count or number by more than 5 per cent., provided that the average count of any bundle of the yarn in question is not less than the described count.—I have, &c.,

L. R. W. FORREST, Chairman.

APPENDIX G.

THE WORKING OF THE INDIAN MERCHANDISE MARKS ACT.

No. C. 1095 OF 1890.

BOMBAY CUSTOM HOUSE, *7th February* 1890.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honour to inform you that the Government of India have recently ruled that in the case of goods of Continental manufacture which bear no name or trade mark of a maker, dealer or trader in the United Kingdom or British India, nor any imitation of such name or trade mark,

(*a*) the description or classification of such goods either on the goods themselves, or on tickets, wrappers, &c., in the English language, or

(*b*) the rendering of the name of the Continental manufacturer in English,

will be taken as an indication of English origin, and therefore, in the absence of any indication of true origin, as a false trade description under the Indian Merchandise Marks Act. These orders will be enforced from 1st May next.—I have, &c.,

H. A. ACWORTH,
Acting Collector of Land Revenue, Customs and Opium.

No. C. 1239 OF 1890.

BOMBAY CUSTOM HOUSE, *12th February* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my No. C. 1095 of 7th instant, I have the honour to inform you that if foreign goods are described in any of the vernacular languages of India or the name of the Continental manufacturer, trader or dealer is rendered in any of those languages, there must be a corresponding indication of origin in the same language. In fact, such goods will be treated exactly as if they were described in English, as the use of English or of any language used by Her British Majesty's subjects in India would *primâ facie* lead to the supposition that the goods were the produce of the United Kingdom or British India, and the most indirect false supposition of this kind cannot be allowed.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

No C. 2030 of 1890.

Bombay Custom House, 13*th March* 1890.

From J. K. Spence, Esq., Collecter of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I think it right to bring to your notice that in order to evade the provisions of the Merchandise Marks Act a system of applying a trade description to yarns is being adopted which will certainly be opposed to honest trading though it may not infringe the law.

2. Dyed yarns are now imported bearing two labels : one to the effect "Alizarine Turkey Red No. 40" and the other "Nominal 40s not guaranteed to run 840 yards." If the average length of the hanks was less than 840 yards I could order the removal of the first label, as there is a description of count which is false, but I could not order the removal of the second label. If yarns bear any description as to count it means that the bundle contains that number of hanks averaging 840. A variation in each hank is allowed up to 5 per cent., but the average must be 840, so that if one hank is short another must be proportionately longer. But if in addition to the description of count a distinct avowal is made that the hanks are not guaranteed to run 840 yards then no deception is practised and the purchaser buys at his own risk.

3. I shall be obliged by being favoured with the opinion of the Chamber in the matter which has given rise to a good deal of controversy at home. It may be necessary to refer the matter to the Government of India with a view to amend the notification regarding descriptions of count or number so as to disallow any qualification of the description by means of labels similar to the one I have described.—I have, &c.,

J. K. SPENCE,
Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 21*st March* 1890.

The Collector of Land Revenue, Customs and Opium, Bombay.

Sir,—I have laid before the Committee of the Chamber of Commerce your letter No. C 2030 of 13th instant, reporting that a certain system of applying trade descriptions to imported yarns is being adopted which you consider opposed to honest trading, though not perhaps infringing the law, and asking for an expression of the opinion of the Chamber on the subject.

In reply, I am directed to say that, in the opinion of the Committee of the Chamber, the first label you mention, "Alizarine Turkey Red No. 40," is, under the circumstances and read in conjunction with the second label,

"Nominal 40s not guaranteed to run 840 yards,"

a direct infringement of the law, certainly in the spirit if not also in the letter of the Act so far as the No. 40s. goes.

The Committee therefore consider you would be fully justified in requiring the first label to be removed or cancelled to the extent of the count specified; nor do they think the second label one which should be permitted in the interest of honest traders, and if the law does not permit of you dealing with it under the existing regulations for your guidance, the Committee consider you would be quite warranted in addressing the Government of India pointing out the evasive and objectionable character of the label and asking for permission to deal with it.—I have, &c.,

JOHN MARSHALL, Secretary.

DELHI, 12*th July* 1890.

The SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR.—We shall be much obliged if you will kindly give us your good advice to our inquiry on the following subject, as we are told to get no better instruction in the matter than your department. The matter in question is that the Cotton Thread Factory here in our town, for which we are agents, makes cards and balls and use the labels printed with correct measurements and weights, as the contents really are, like the Manchester and Glasgow factories rule, but on the contrary the other makers here who want to compete with the factory, have begun to use the short measurements and weights of the contents and put the false labels on; for instance, they sell 60 yards thread card under the label of 100 yards at reduced price against the above factory by which they deceive the public. We therefore want to know how we can be successful to stop this fraudulent action by interfering the authority according to new Merchandise Mark Act of 1889.—Yours, &c.,

M. E. BOTLAW & Co.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1880.

Messrs. M. E. BOTLAW & Co., Delhi.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 12th instant, and in reply to say that the Merchandise Marks Act provides a penalty for the false trade descriptions which you mention, and any legal practitioner will advise you as to the requisite steps for putting the law in motion.—Yours, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

PROPOSED LEVY OF INCOME-TAX ON GOODS CONSIGNED TO INDIA FOR SALE.

BOMBAY CHAMBER OF COMMERCE, *29th April* 1890.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to apply to you for copies of the correspondence in connection with the rules under the Income-Tax Act, under which, they understand, it is intended to tax profits on consignments of foreign merchandise sold in Bombay.

The introduction of the proposed rule to this effect has, my Committee believe, been strongly objected to by the other Chambers of Commerce in India, and they are desirous of ascertaining exactly what is proposed to be done in Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1574 OF 1890.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *10th May* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 29th ultimo, I am directed to inform you that the Governor in Council thinks it hardly necessary to supply the Chamber of Commerce with reports of District Officers on the proposal referred to, which has reference to the levy of Income-Tax on the profits made in British India, by a person who is not resident in British India, but who consigns goods for sale to an agent residing there.

2. I am at the same time to state that the Governor in Council would be glad to learn the opinion of the Chamber of Commerce regarding the best manner of ascertaining the amount of the profits in question, and in particular whether, in case the agent is unable to furnish a return of such profits, a percentage of the gross proceeds, varying according to the circumstances of the case, might not unreasonably be held to be profit, the assessee being left to show cause why the assessment made should not be maintained.

3. I am to request the favour of a very early reply.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

No. 401 of 1890.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 13*th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Under instructions of my Committee, I have now to confirm the telegram sent you on Friday the 9th instant, as follows :—

This Chamber wires Government of India. Telegram begins :—"Your letter No. 2157 of First May has caused great discontent among all classes in Calcutta, resulting in meeting at Chamber's rooms to-day, at which were represented British India, Defence and Trades' Associations, Chamber and National Chamber. Resolved to solicit Government to instruct Collector to suspend action under Resolution No. 5441 of 23rd October, pending consideration of memorials to Viceroy in preparation. Kindly reply."—Telegram ends.—Yours, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15*th May* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honor, by direction of the Committee of the Bombay Chamber of Commerce, to confirm the following telegram despatched to your address yesterday :—

"This Chamber strongly supports the views of the Bengal Chamber in opposing the institution of an income-tax on consignments. Considers that it will prove absolutely impracticable of application, as the consignees cannot possibly supply the requisite information, and any attempt to enforce the tax will lead to consignment business being done on an altered basis which would avoid the assessment. The Chamber regards this tax as equivalent to an import duty of an objectionable character, inasmuch as it would be unequal in its incidence."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th May* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I have the honor to acknowledge the receipt of your telegrams, dated 7th and 9th instant, with reference to the proposal of Government to levy an income-tax on the estimated profits on goods consigned to India for sale.

In reply, I am directed to say that the Committee of this Chamber coincide with the views your Chamber has so ably expressed and are opposed to the institution of the tax. A telegram to this effect has been forwarded to the Government of India, and I beg to wait upon you with a copy of same for the information of your Committee.—I am, &c.,

JOHN MARSHALL, Secretary.

Telegram, dated 16th May 1890, from the BENGAL CHAMBER of COMMERCE to the SECRETARY, BOMBAY CHAMBER of COMMERCE :—

Government replied, telegram begins :—Your telegram ninth May, income-tax, Government has no doubt of the legality of its orders and as the information before it shows that similar profits are now liable to assessment in the United Kingdom, it cannot admit beforehand that the difficulties in the way of their assessment in India are insuperable ; the Government however is willing to fully consider any arguments the Chamber may wish to put forward, and will wait receipt of pending memorial Local Governments have been instructed meanwhile to suspend action on orders of 23rd October last. Telegram ends.

BOMBAY CHAMBER OF COMMERCE, *22nd May* 1890.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1574 of 10th instant, requesting the opinion of the Chamber regarding the best means of ascertaining the amount of profits on goods consigned for sale in this country by persons not resident in British India.

2. In reply, I am directed to say that the Committee are unable to suggest any means by which even an approximately reliable estimate could be obtained of such profits, as foreign consignors could scarcely be expected to make true returns where so doing would render them liable to taxation ; and there is no other means at the disposal of consignees by which the original cost of goods could be accurately obtained. It has been suggested elsewhere that in the absence of such returns the assessment for income-tax might be made by taking a certain percentage of gross proceeds as representing profits ; but this would be manifestly unjust, as there can be no doubt that a very large proportion of the goods consigned for sale in India do not leave any profit whatever and the tax would accordingly

become another form of import duty of an inequitable and therefore objectionable character.

The Committee of the Chamber direct me to enclose for the information of Government copies of telegrams, which they have exchanged with the Government of India on the subject of the proposed tax. From these it appears that the orders of Government for levying the tax have, in the meanwhile, been suspended; and the Committee trust therefore that the opportunity will be availed of by His Excellency the Governor in Council to transmit to the Supreme Government a protest against the imposition of the tax to which the commercial community of this presidency entertain the strongest objections. As already stated above, it is practically impossible to suggest any equitable mode of assessment, and even if that difficulty could be overcome the means of evading the tax are so simple that the revenue derived from its imposition would prove infinitesimal. Consignors of goods would at once arrange a fresh mode of business, so that all consignments would appear to be the property of residents of India, and it would be impossible to check this evasion unless an inquisitorial system was adopted which would prove obstructive to trade. Under any circumstances the Committee do not believe that the real profits on goods consigned to India for sale by foreign owners aggregate an important amount. Consignments, as a rule, are either made for the purpose of getting rid of surplus production or as a means of opening trade in some new article. Directly that trade has been established the keen competition which prevails in business rapidly removes it from a consignment to a purchasing basis, and the Commitee of the Chamber do not believe therefore that even if thoroughly honest returns were obtainable of the entire consignment trade of the country that the income tax on profits would be of sufficient importance to repay the cost and trouble of collection. The only method by which the imports into the country could be sufficiently closely watched to prevent an evasion of the tax would be by placing its collection in the hands of the Custom House, and the additional work thrown on that Department would probably cause an increase in cost of establishment which the returns would barely repay.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th May* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—In continuation of my letter of the 16th instant, I am directed to wait upon you, for the information of your Chamber, with the accompanying copy of a communication addressed by my Committee to the Bombay Government, regarding the proposed income-tax on estimated profits on goods consigned to India for sale.—I have, &c.,

JOHN MARSHALL, Secretay.

No. 4340.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.
Assessed Taxes.
Income Tax.

SIMLA, *8th September* 1890.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter to the Government of Bombay, dated the 22nd May 1890, in which the Chamber states its inability to suggest any method of assessing, for the purpose of the Income Tax Act, the profits on goods consigned to agents for sale in India, and proposes that such profits be not assessed to income-tax.

2. I am directed to say in reply that the arguments of the Chamber have been carefully considered by the Governor-General in Council, and that His Excellency in Council has decided, in view of the difficulties stated by the Chamber of accurately estimating the profits, not at present to proceed further with the proposal to assess this branch of trade to income-tax.

3. The views of the Government of India on this question are fully stated in paragraphs 13-15 of a letter addressed this day to the Bengal Chamber of Commerce, of which copy is enclosed for the information of your Chamber.—I have, &c.,

E. J. SINKINSON,
Secretary to the Government of India.

No. 4339.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.
Assessed Taxes.
Income Tax.

SIMLA, 8*th September* 1890.

To the SECRETARY to the BENGAL CHAMBER of COMMERCE, Calcutta.

SIR,—The Governor-General in Council has had under consideration the memorial of the Chamber received with your letter No. 444, dated the 20th May last, in which the Chamber protests against the assessment to income-tax of the profits on goods consigned to agents for sale in India. The Chamber has also taken the opportunity to embody in the memorial a statement of objections to the policy of an income-tax and to the manner in which the administration of the tax is conducted, and, observing that no financial necessity for the revenue obtained from the tax now exists, asks that the question of the continuance of the tax may be taken into consideration.

2. The Chamber's request for the discontinuance of the tax is supported by the arguments stated below :

(1) The tax was imposed in 1886 as a special call upon the country, and, the need for the call having disappeared with a surplus of two and three-quarter crores of rupees and the restoration of the finances to a sound condition, the tax should now be repealed.

(2) The tax is not in any way suited to such a country as India, and in support of this proposition it is stated that, after thirty years of official effort under many and various disguises, the Government has failed to make such a tax acceptable to the people, fair in its incidence, or reasonably remunerative.

(3) Complaints are becoming rife all over the country in regard to the working of the Act ; and, quoting certain statements made by the Honourable J. D. Inglis in 1871, the Chamber asserts that a large percentage of the population escapes the tax altogether by bribery of false returns, and that it is as true to-day as it was nineteen years ago that " for every man " who pays income tax twenty pay to get off, and that for " every rupee that is paid into the treasury another is paid " to the subordinate native officials..... ; everywhere " throughout the country the people are being demoralised " by the tax ; everywhere false returns are sent in ; " everywhere the trading classes are beginning to keep two " sets of books—one set showing accurately the real trans- " actions, the other containing a carefully prepared garbled " account to be shown to the income-tax assessors."

3. With reference to the first of the arguments advanced in the preceding paragraph, the Governor-General in Council is unable to

admit either that the tax was imposed in 1886 as a special and temporary call upon the country, or that the time has now arrived for its abolition.

There is no class of the Indian community which derives greater benefits from British rule than do the commercial, banking, manufacturing, official, and professional classes, and it would, in the opinion of the Government of India, amount to a serious political scandal if these classes, by the abolition of the present tax, were absolved from contribution to the wants of the State in a degree bearing some proportion to their wealth.

The remarks made by Sir Auckland Colvin, in proposing the legislation under which the present tax is levied, show clearly that the main object of Government at that time was the more equitable distribution of the burden of taxation over the Indian community; this is an object the attainment of which is quite incompatible with the introduction of a measure intended to be temporary in its operation, and framed merely to meet the financial difficulties of the day. He said:

"There can, after all is said and done, be no manner of doubt but that one great fact remains established; one great blot on our administration not only still unremoved, but aggravated by the course of events in recent years. It is this, that putting aside those who derive their income from land in the temporarily-settled districts, the classes in this country who derive the greatest security and benefit from the British Government are those who contribute the least towards it. Many opinions of many kinds have from time to time been expressed as to the nature of the advantages and disadvantages introduced into the country by British rule, but on one point all (even the most envenomed and hostile of our critics) are agreed, and that is that it has given greater security to life, property, and trade, and to the amassing therefore of wealth, than any Government that ever preceded it. Yet not only the mercantile and professional classes, to whom this time of sunshine has brought such an abundant harvest, are precisely those who contribute least towards the support of the Government in the light of whose power they bask * * * I know that what I have said as to the immunity of the middle and upper classes from their due share of the public burdens is as a twice-told tale vexing the dull ears of a drowsy man; but it is nevertheless a grievous blot on our Indian administration, which urgently calls for removal, and which, I believe, with patience, prudence, and the exercise of a little fortitude must, and will, be removed. Efforts have, indeed, at various times been made to remedy this scandal, for scandal it is of the greatest magnitude when the poorest are called upon to pay heavily for the support of the Government, and the wealthier classes are exempted; but from one cause or another the measure has never been carried out except for short and broken periods of time."

4. The present tax is a development and extention of the license taxes of 1878, and the history of its origin shows that it did not assume its present form solely in view of pressing financial needs.

The license tax, from which the present tax has sprung, was one of the taxes imposed for the purpose of securing in ordinary years a surplus of revenue over expenditure which would balance the

occasional and exceptional expenditure on famine which might from time to time be expected. The taxation imposed took the form of cesses on the land which fell on the agricultural classes, and of a license tax which was paid by the trading classes. The exemption of the official and professional classes from the operation of the license tax caused the Chamber and other public bodies to protest against the continuance of the tax in the form in which it was sanctioned by the Legislature, and these representations had great weight in finally determining the Government of India to extend the operation and enlarge the scope of the tax. This determination was carried into effect in 1886, and the circumstances were thus explained by Sir Auckland Colvin in the Legislative Council on the 4th July of that year:

"The financial policy of the Indian Government since 1878 has pointed steadily at direct taxation. From that year onward, he that ran could read the indications of the time. In point of fact, for the last eight years we have had direct taxation, but in a form so incomplete and so open to criticism that it was impossible not to foresee that it must be, on the first convenient opportunity, replaced by some measure more equitable in itself, and more suited to the circumstances of the country. An attempt has been made, and is still in operation under the form of a license tax, to carry out direct taxation in part, but it is open to the vital objection that it presses most heavily on the poor among the trading, mercantile, and commercial classes, and leaves the wealthier, besides other whole classes of the upper part of the population, comparatively or absolutely unassessed. Almost from the day of its introduction efforts have been made by public bodies in this country, both English and Native, to obtain, instead of the existing license tax, a more equal distribution of direct taxation, and acknowledgments have been tendered by the Government of the evils inseperable from that tax as at present enforced, and of its determination when a fitting opportunity arose of putting it on a more equitable footing. In point of fact, so far had the matter gone, and so ripe was it for settlement, that if no financial necessities had now overtaken us, we should have been imperatively called upon in any case very shortly either to abandon direct taxation altogether, or to take some measure of the nature which we now proposed to introduce. It was impossible to go on from year to year admitting and deploring the evils of the existing tax, and doing nothing whatever to remedy them. That was how the matter stood till the commencement of this year. We had the choice of abandoning direct taxation or of extending it; and we were in such a position that we could no longer decently delay making up our mind to adopt one or the other."

It will, therefore, be seen that the license taxes of 1878 were an attempt to make a certain section of the community contribute to the cost of Government. Their extension and consolidation under the form of the income tax of 1886 were undertaken with the object of effecting a more equitable adjustment of that tax, and the financial difficulties of 1886 were the occasion, rather than the cause, of the extension.

5. It is unnecessary to remind the Chamber that no tax can be considered to be final either as regards form or rate, but I am to say

that the Government of India has never given any sanction to the belief that the present income tax would be abolished or reduced in preference to any other tax which is now levied, or which was levied in 1886.

The understanding on this point is clearly shown by the remarks of the Honourable Robert Steel in the the Legislative Council on 29th January 1886, and the reply made by Sir Auckland Colvin on the same date :

THE HONOURABLE ROBERT STEEL : "The Honourable Mr. Mukerji has given notice of his intention to propose that the duration of the Bill shall be limited to one year. I will not anticipate his remarks, but I will take this opportunity to say that, whatever be the result of his amendment, the payers of income tax will now fairly claim that under the present Bill they will contribute at least their full share ; and, when any remission of taxation is possible, they will expect that their case shall be considered on its merits along with all other claims for relief which may be put forward."

THE HONOURABLE SIR AUCKLAND COLVIN : "With regard to the duration of the tax, the Honourable Mr. Steel has put the case in an extremely fair way, namely, that if the Government finds itself in a position to make remissions of revenue hereafter, the question of the income tax should be put on the same footing and receive the same consideration as any other question of remission of revenue."

6. The Governor-General in Council would be very glad to be in a position to reduce or remit taxation, and no pressure from public opinion will be required to induce him to relieve the taxpayer when it is seen that revenue can safely be surrendered. The surplus of 2¾ crores to which the Chamber points was, however, largely accidental and temporary, and cannot be taken into account as a factor in determining whether any permanent remission of taxation is possible. The surplus in the estimates of the current year is only 27 lakhs, and that surplus was secured after allotting only 60 lakhs as the provision for insurance against famine, and of that sum 49 lakhs are a special receipt from Local Governments. At the present moment the ordinary revenue and expenditure of the year promise to turn out considerably worse than the estimate of March last ; and though the rise in exchange will no doubt do much more than counterbalance the deterioration in other respects, it must be recollected that doubts have been expressed by some authorities whether the purchase by the American Government of a limited (though considerable) quantity of silver will have a permanent effect upon exchange, and the future is still quite uncertain in respect to this important drain on the public treasury.

7. I am further to remind the Chamber that there are other taxes which have been incorporated into the fiscal systnem since the Income Tax Act was passed, and that the payers of income tax have by no means the first claim on a permanent surplus. Since January 1886 the principal measures adopted for increasing the public revenues have been—

(1) the absorption of the surplus designed as an insurance against famine, which surplus has recently been only partially restored ;

(2) the increase of the duty on salt in India from Rs. 2 to Rs. 2½ a maund, and in Burma from 3 annas to one rupee ;
(3) the imposition of an import duty on petroleum ;
(4) the imposition of a patwari cess in the North-Western Provence and Oudh ;

In the opinion of the Government of India, there are several fiscal reforms which should take precedence of the claims of the payers of income tax, or should at least receive equal consideration whenever the Government finds that it has a permanent surplus at its disposal.

Having regard also to the origin of the tax, it would be necessary to deal with the claims of the payers of income tax and of the cesses on land imposed in 1878 concurrently. Sir John Strachey's remarks on this point in 1880 were :

"It would be hardly possible to maintain the cesses on the land if the tax on trades were abolished. It might be more possible to defend the abolition of the cesses on the land and the maintenance of the tax on trades."

These remarks have lost none of their force, and it will be apparent that, looking to financial considerations alone, there is no prospect of the Government being in a position to abolish the income tax within any measurable period.

8. The statement that the tax is unsuitable because the Government has not succeeded in making it acceptable to the people appears to the Government of India to require qualification. No taxation of which the burden comes home directly to those who pay it can be said to be acceptable to such persons. The question is not whether the tax is popular with those who pay it, but whether it is just in principle and fair in application. As to the justice of the principle, there is no room for difference of opinion. As to the fairness of the assessment, the chief shortcomings were due originally to the novelty of the tax, to the difficulty of obtaining information regarding the incomes of the persons assessed, and to the changes from income to license tax, from license to certificate tax, and from certificate to income tax again, which were made in the period ending in 1871. These changes were a source of perplexity to the more illiterate classes, who were also harassed by the want of fixity in the rate, by the low limits of taxable income, and by the inefficiency, and in some cases the misconduct, of the assessing agency. These features of the tax as it existed in former years have for the most part disappeared. The form of taxation has lost its novelty ; a considerable amount of information regarding the incomes of the trading classes has been accumulated ; changes in the character of the tax are no longer made ; the rate of assessment which was fixed in 1886, and the minimum of taxable income, have remained unaltered ; and the assessing agency has been greatly improved. The specially objectionable features to which discontent and hostility to the tax are in great part due have therefore ceased to exist.

9. The Chamber's argument that the tax is not fair in its incidence because a large proportion of the revenue derived from it is collected in the Presidency towns is answered in a letter recently received from the Upper India Chamber of Commerce supporting the memorial of the Bengal Chamber. The Chamber writes :

"While accepting the fact, as pointed out in the memorial under reference, that the incidence of the tax is higher in the Presidency towns than elsewhere, they consider that inasmuch as the ports are, practically speaking, the entrepots for the whole seaborne trade of the country, this is a natural concomitant, and does not mean that the impost is individually less oppressive in the Provinces."

To the Government of India it appears that the collection of a large proportion of the income tax in the Presidency towns is not a stronger argument for the abolition of the tax than the fact that the salt revenue is chiefly paid by the population outside these towns is an argument for the abolition of the duty on salt. The increase in the collections in Calcutta in 1888-89, to which the Chamber draws attention as illustrating the rigour with which the tax is administered in that city, was largely due to the discovery that certain traders had for some time been under-assessed, and was not merely the result of an unduly rigorous administration, as is evident from the fact that the number of processes issued fell from 2,283 in 1887-88 to 1,243 in 1888-89. The collections of 1889-90 have exceeded those of the previous year by about a lakh of rupees, while the number of processes issued was no more than 112. These facts appear to testify to the increased efficiency of the assessing and collecting agency.

10. The statement that the tax is not "reasonably remunerative" is of doubtful accuracy. The net revenue, deducting cost of collection, amounted last year to about Rx. 1,500,000 (one hundred and fifty lakhs)—a sum which represents the amount of the provision for insurance against famine, as originally contemplated.

11. As regards the third argument of the Chamber, I am to say that the information before the Government does not support the assertion that complaints are rife all over the country in regard to the working of the tax. The reports on the administration of the Act since 1886 contain but rare instances of misconduct or fraud on the part of the assessing and collecting agency. Even in remote districts the people are becoming less and less inclined every year to submit silently to extortion or oppression, and the assessees in the Presidency towns would certainly not do so.

12. With reference to the Chamber's assertion that the statements made by Mr. Inglis in 1871, and quoted in paragraph 2 (3) of this letter, are as true to-day as they were then, the Governor-General in Council desires me to remind the Chamber that those statements were shewn on investigation to be couched in exaggerated language, and that whatever truth was contained in them was found to have been largely due to the assessments having been made by officials of an inferior class. The results of the investigation were made public at the time. No such reason for failure in administration can be alleged at the present day; for in Bengal the assessments are made by a special agency, and elsewhere the orders provide that the assessing officers shall not be of a lower grade than tahsildars and mamlatdars. There can be no doubt that cases of evasion of the law occur in India as they do in other countries, and in connection with the income tax as with every other tax, direct or indirect; but, however great the financial necessities of 1886 may have been the Government of India does not believe that the Chamber of Commerce

would have given its adhesion to the imposition of an income tax, even as a temporary measure, if it had really apprehended that such widespread corruption was inseparable from its levy as was stated by Mr. Inglis.

13. The members of the Calcutta Chamber of Commerce represent a community which contributes materially to the income tax revenue, and the Government of India will always be glad to receive from the Chamber any suggestions for the improvement of the assessing and collecting agency, or to cause enquiry to be made into cases of alleged malpractices; but it seems to the Governor-General in Council that when allegations of general and widespread corruption are made, having for their object the abolition of the tax and the exemption of a large class from what is only a reasonable contribution to the wants of the State, such allegations would carry more weight if they were supported by specific facts of the present time, falling within the knowledge of the members of the Chamber or their constituents, rather than by the revival of an exaggerated statement of 1871 regarding a state of things which no longer exists.

14. Turning to the question which has given rise to the present correspondence, I am directed to say that the Government of India, as at present advised, entertains no doubt that the tax may legally be levied on the profits of goods which are consigned to this country for sale. Nor does it appear to the Government of India that the levy of the tax on such profits would be inequitable. The Indian trader who purchases articles made in India for resale to the public, as well as the Indian trader who purchases articles abroad for sale in India, alike pay tax on the profits of their transactions, and there is no good reason why the foreign trader who consigns goods to India for sale should not in his turn contribute to the revenues of the State which offers him a market for his goods, and provides for their safety.

15. All taxes have certain features in common, but the Government of India is unable to discover any ground for the statement that a tax on the profits made by consigning goods for sale to India is practically a duty on imports. An import duty is levied on the quantity or value of all goods imported, and places such goods at a disadvantage as compared with similar goods produced in the country. The proposed tax would not be levied on imported goods, but on the profits of certain transactions; would not place the goods which were the subject of those transactions at any disadvantage, but would merely deprive them of an unfair advantage which they now possess as compared with similar goods produced in India or imported by Indian traders.

16. But while the Government of India considers it necessary to explain the principles which influenced it in contemplating the taxation of such consignments, and to defend the soundness of the course which it proposed to adopt, it recognises the difficulties which necessarily attend any attempt to estimate the profits of such transactions. The assessor has not the means of doing so, and the assumption of a percentage of the value as a preliminary assessment would evidently give rise to error in particular cases, though it might be fair on the average.

The agent in this country could not of his own knowledge state with accuracy the amount of profit, and his action in attempting to estimate the profit would doubtless be resented by the consignor, and would impose an unfair responsibility on the consignee.

The Government of India believes that the consignor could state with reasonable accuracy the amount of profit on each transaction, but the Chamber of Commerce is of opinion that he could not be depended upon to do so in all cases.

Such cases of mis-statement of profits on the part of consignors, even if not very numerous, would be sufficient to create doubt as to all returns, and such doubts could only be removed by an examination of the books of the consignor. These books being in foreign countries and at a distance from India, it is obvious that there would be no criterion which could be applied to test the returns of profit, unless at the risk of causing an amount of trouble and inconvenience which would be out of proportion to the revenue to be collected.

17. At the same time I am to remind the Chamber that, by a recent ruling, the taxation of the profits made by consignors resident in foreign countries has been declared to be legal in England, and that the Revenue Commissioners have taken steps to enforce the decision. The Governor-General in Council is not aware whether the objections to which the Chamber draws attention have been found to exist in practice in England, or, if they exist, how they have been overcome. Steps will be taken to obtain information on these points, but meanwhile, as the Government of India is not aware at present of any means by which the difficulty referred to in paragraph 16 can be met, it has decided, in accordance with the wishes of the Chamber, to hold the orders for the assessment of the profits of consignments in abeyance.

If a satisfactory method of solving the question should hereafter be proposed, and the Government of India should decide to renew the attempt to tax the profits of consignments, the intention of Government, and the means which it proposes to adopt, will be made public before orders for assessment are issued.—I have, &c.,

E. J. SINKINSON,
Secretary to the Government of India.

APPENDIX I.

UNIFORM SYSTEM OF WEIGHTS AND MEASURES FOR INDIA.

No. 608 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *6th February* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 23rd February 1888, I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copy of a letter from the Government of India, Home Department, Public, No. $\frac{3}{127\text{-}35}$, dated 23rd January 1890, addressed to all Local Governments and Administrations except Bombay on the subject of the adoption of a uniform system of weights and measures, and to request that you will be so good as to favour Government with any further remarks the Chamber may have to offer on the subject.—I have, &c.,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

No. 3-127-35.

HOME DEPARTMENT.
PUBLIC.

CALCUTTA, *23rd January* 1890.

From A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, to all LOCAL GOVERNMENTS and ADMINISTRATIONS (except Bombay).

SIR,—By section 8, Act XXXI. of 1871, the Governor-General in Council is practically empowered to introduce any system of weights and measures of capacity consistent with the statutory unit prescribed by section 3. But although the Act has been on the statute book for more than eighteen years, and the question of prescribing a uniform system of weights and measures has received consideration at various times since its enactment, no notifications have as yet been issued under it.

2. I am now directed to forward for $\frac{\text{the}}{\text{your}}$ consideration of $\frac{\text{His Excellency the Governor in Council}}{\text{His Honour the Lieutenant-Governor (and Chief Commissioner)}}$ a copy of a letter,* with enclosures, received on the subject from the Government of Bombay, and to ask that the Governor General in Council may be favoured with $\frac{\text{the}}{\text{your}}$ advice of $\frac{\text{His Excellency in Council}}{\text{His Honour the Lieutenant-Governor (and Chief Commissioner)}}$ in the matter. The primary standard of weight prescribed by section 2 of Act XXXI. of 1871 is a ser of 2·205lbs., but this is not the ser which is recognized on the railway systems in India, and different measures of weight are believed to be in use in different parts of almost every province in India. The first point upon which the Government of India would be glad to receive information relates to the different measures of weight and capacity in use in $\frac{\text{the Madras Presidency}}{\text{the Lower Provinces, \&c.}}$, and the extent to which they are respectively used. The Governor General in Council is fully alive to the difficulties in the way of the adoption by the people of the country of a new system of measures of weight and capacity, and His Excellency in Council is averse to their being compelled to adopt any system unsuited to their methods of business and likely to be disliked by them. At the same time His Excellency in Council is satisfied that the existence of varying weights and measures in different parts of the country, and especially in neighbouring portions of the same province, produces much inconvenience, and is even prejudicial to fair dealing. It appears to him that the development of railway enterprize and the advance of municipal and trade organizations may have removed many of the objections that were formerly felt to the introduction of a uniform system, and he is convinced of the advantage that would result from the introduction of a general system which would be acceptable to the public generally. As at present advised His Excellency in Council is of opinion that the system which promises the best solution of the question is that of the tolah of 180 grains, the ser of 80 tolahs, and the maund of 40 sers. The rupee is exactly the tolah of 180 grains and is already, it is believed, largely used as a standard of weight sufficiently accurate for purposes of every day life. The ser (2·057 lbs.) of 80 tolahs and the maund of 40 sers have already been adopted on the railways in India, and the tendency of trade would naturally be to follow these weights, which would therefore probably be more easily adopted for general use than any others. The convenience of the public generally is the first consideration to which the Government of India has to look in the matter, and it would be far easier to make the use of the simple and familiar system mentioned above general than to introduce a novel system because it has been found suitable in Europe or for the sake of theoretical perfection. But before coming to any conclusion on the point, the Government of India would be glad to receive an expression of the opinion of $\frac{\text{His Excellency the Governor in Council}}{\text{His Honour the Lieutenant-Governor (and Chief Commissioner)}}$ $\frac{\text{your opinion}}{}$ as to the best system of weights and measures capable of being generally adopted throughout the $\frac{\text{Madras Presidency}}{\text{Lower Provinces, \&c.}}$, and as to the

* No. 2614, dated the 3rd July 1889.

steps, if any, besides those indicated in section 8 of the Act, which may be taken to promote its general application.

I am to ask that the views of the principal trading associations and communities, European and Native, in the Madras Presidency / the Lower Provinces, &c., may be invited to aid His Excellency / His Honour / you in coming to a decision on the points raised in this letter.—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

No.

Copy forwarded to the Finance / Public Works / Revenue and Agricultural Department for information.

No..

Copy forwarded to the Government of Bombay for information, and for any further remarks which His Excellency the Governor in Council may be prepared to make on the subject.

J. P. HEWETT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 19*th February* 1890.

The ACTING CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 608 of the 6th instant, with accompaniments, on the subject of a reference from the Government of India regarding the adoption of a uniform system of weights and measures for all India.

2. When this matter was before the Chamber in 1888, a special committee was appointed to consider it, and as the result of their deliberations the Chamber advocated the adoption of the English pound as the most suitable unit of weight for India. The Chamber still adheres to this view of the matter, believing that English weights are now practically in use in all large centres of trade throughout the country; but at the same time it recognises that the first and most important object to be

attained is a uniform system, whatever it may be based upon. Should therefore the introduction of the English system of weights be considered by the Government of India and the majority of the authorities it consults, unsuitable for the country and likely to be difficult if not impracticable of adoption, the Chamber would be prepared, as a first measure of reform, to support the introduction of the scale of weights now in use with the railways, namely, the tolah of 180 grains, the ser of 80 tolahs, and the maund of 40 sers. Whether the general acceptance of these weights throughout the country would be feasible without some measure of compulsion, the Chamber has very grave doubts; and I am directed, therefore, to suggest the advisability of instituting a Commission of Enquiry into the whole subject before legislative action is taken.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1458 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th April* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated 19th February last, I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copy of a note on the subject of the adoption of a uniform system of weights and measures, and to request that you will be so good as to favour Government with any further remarks the Chamber may have to offer on the subject.—I have, &c.,

G. M. URQUHART,
Acting Under-Secretary to Government.

NOTE on the subject of the Adoption of a Uniform System of Weights and Measures in India.

In 1833 the weight of the *Tola* was fixed at 180 grains Troy, and in 1835 that weight was adopted for the Company's Silver Rupee. The resultant table of weights ordinarily in use consequently worked out as follows:—

TABLE A.

INDIAN WEIGHTS BASED ON THE TOLA OF 180 GRAINS.

			Grains.	lbs. Troy.	lbs. Avoirdupois.
	1 Tola	=	180 =	1/32 =	
5 Tolas	= 1 Chittak	=	900 =	5/32 =	
16 Chittaks	= 1 Ser	=	14,400 =	2½ =	2·05715
40 Sers	= 1 Maund	=	57,600 =	100 =	82·286

The simple relation between the Maund and the Pound Troy has a

plausible air of roundness, but it is not of the slightest practical utility as there is no easy common measure between the Indian weights and the Avoirdupois scale with which we are alone concerned in commerce. It is no sort of comfort or consolation to the import and export merchant to reflect on the fact that the Maund of this scale exactly equals 100 pounds Troy, as he never has to deal with that obsolete system. What he wants is something easily convertible into the units by which he buys and sells in the largest markets of the world—the Pound and the Ton; the Gallon and the Bushel.

It must be admitted that this fixation of the weight of the Tola was most unfortunate. Had it been made equivalent to 175 grains instead of 180, the foundation would have been laid for establishing a most easy and simple correlation between the Indian and British systems, as will appear from the following table:—

TABLE B.

PROPOSED IMPERIAL INDIAN SCALE OF WEIGHTS BASED ON THE TOLA OF 175 GRAINS.

		Grains.		Ounces.		Avoirdupois. Pounds.
	1 Tola	= 175	=	4/10	=	1/40
5 Tolas	= 1 Chittak	= 875	=	2	=	1/8
16 Chittaks	= 1 Ser	= 14,000	=	32	=	2
40 Sers	= 1 Maund	=			=	80
28 Maunds	= 1 Ton	=			=	2,240

And applying the same scale to Measures of Capacity, we have—

	Pint.		Gallon.		Bushel.
1 Chittak	= 1/10	=	1/80		
10 Chittaks	= 1	=	1/8		
1 Ser	=		1/5	=	1/40
5 Sers	= 1				
1 Maund	=		8	=	1

This adaptation of Imperial to Indian Weights and Measures leaves little to be desired in point of convenience. The ratios are simple, and suit our own and the Indian names. It is but a slight effort of memory to bear in mind that the Chittak and Ser are the doubles of the Ounce and Pound, and that the Liquid Maund is exactly a Bushel. The change would involve a diminution of 1/36 or under 3 per cent. on the scale based on the Tola of 180 grains. In so far as the Rupee is concerned, the change of weight might be made by reducing the quantity of alloy from 15 to 10 grains, thus leaving the value constant, increasing the *fineness* from 11/12 to 17/18 and diminishing the weight from 180 grains to 175. This is not, however, essential, but it might be considered in the Mint.

The Postal Department is perhaps that which is most concerned in the weight of the Tola; but the change involved in the postal weights may be provided for by increasing the margin of toleration to 3 per cent. for a certain period.

Inasmuch as the sers and maunds actually in use in the country not only vary in different localities, but even for different articles in the same market, the force which might attach to an argument against changing a standard, in the case of that standard being universally

accepted, has little or no place in India where the variations already tolerated far exceed the trivial alteration involved in this simple assimilation with British weights.

It should also be borne in mind that measures of weight are inseparably connected with those of length and capacity; that the imperial gallon—to which we are committed—is a measure which contains 10lbs. of water; that the cubic foot—to which we are also committed through its multiple the yard—is a measure which contains 6¼ gallons or 62½ lbs. of water;—and that, having adopted two of the three series of standards, we should be illogical in rejecting the third.

Many of these arguments have already been put forward in the exhaustive enquiry which preceded the Despatch No. 163 of 1868, from the Government of India to the Secretary of State, in which the adoption of the Metric system of weights was recommended, on the ground mainly that the Kilogramme of 2·205 lbs. *Avoirdupois* approximated more nearly to the existing ser (which was stated to average 2½ lbs.), than the weight of 2lbs. This statement, however, appears to be against the weight of evidence—as the ser based on the Tola of 180 grains weighs 2·057lbs., and is therefore three times nearer the two-pound weight than it is to the Kilogramme.

It is also said that "to reduce the ser to 2lbs. would be extremely unpopular and objectionable."

This, again, is against the weight of evidence. We have it on record in Mr. Symond's letter of 14th March 1888 that "English weights of 2 lbs. Avoirdupois are in use in some places with a hollow scooped in the bottom to reduce the weight."

There can be little doubt but that an attempt to *increase* the weight of the ser would meet with the passive opposition of all retailers; and *e contra*, that a slight diminution of the weight would be acceptable, and would be at once adopted in practice. But in reality it is not a question of increase or diminution, but of unification. It is admitted on all sides that a great diversity of weights exists. Even the number of tolas in a ser varies from 70 to 100; and the number of maunds in a ton is reckoned at 27 by the merchants and 30 by the factories. The scale now put forward lies well within these limits, and has the incontestable advantage of assimilating the British and Indian systems.

The scale set forth in Table B, based on the Tola of 175 grains, might be termed *Imperial Indian Weights and Measures*; and, in legislating, might be made permissive for three years and compulsory thereafter. The fact that standards of British weights and measures exist, and are procurable with the greatest facility, entirely relieves the proposal of one of the difficulties inherent on the introduction of an essentially new system; for this is merely an assimilation of old ones. An Act providing for the introduction of the scale of weights and measures based on the Tola of 175 grains should contain a clause enacting that contracts and liabilities incurred on the bases of the Tola of 180 grains should be subject to the requisite modification in the ratio of 36 to 35. For example, a price of so many rupees per maund of the latter standard would be subject to a reduction of one pie in every three annas; and a quantity of so many sers (of 2½lbs. Troy) per rupee should be increased in the ratio of 35 to 36.

It is not, however, conceived that in the ordinary transaction of business any difficulty would occur, as the advantages of the change to those most interested are too obvious.

A new rupee may weigh 180 grains, but I venture to think that the great bulk of the coinage in circulation approaches as nearly to 175 grains as to 180.

If we set aside this single obstacle, the British system is easily applicable all round to the Indian measures of weight and capacity (which are as yet undetermined and variable) with a degree of simplicity which is phenomenal. Two Ounces make a Chittak, 8 Chittaks make a Pound, 2 Pounds make a Ser, 10 Chittaks make a Pint, 5 Sers make a Gallon, 1 Maund makes a Bushel, and 28 Maunds make a Ton —all absolutely accurate, without a fraction of deviation.

BOMBAY CHAMBER OF COMMERCE, 28*th April* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have submitted to the Committee of the Chamber your letter No. 1458 of 15th instant, handing a copy of a note on the subject of the adoption of a uniform system of weights and measures, on which you request the opinion of the Chamber.

2. In reply, I am directed to convey the thanks of the Committee to Government for affording them the opportunity of considering the paper in question which they have perused with much interest. The proposal it embodies of introducing an imperial Indian scale of weights based on the tola of 175 grains undoubtedly possesses the merit of simplicity, and has the additional advantage of being in exact relation to the British system of weights which this Chamber has at all times advocated as the most suitable for adoption in this country.

3. The question, however, is one of so complex a character and of so much importance especially in its relation to the weight and fineness of the rupee that my Committee are of opinion no action should be taken without the most careful consideration; and they therefore adhere to the view which they expressed in their letter of 19th February 1890, that the entire subject should be exhaustively discussed by a Commission of Enquiry before legislation is initiated.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th April* 1890.

The SECRETARY, PORT TRUST, Bombay.

SIR,—I have the honor, by direction, to wait upon you, for your information, with the accompanying copies of letters addressed by the Committee of the Chamber to the Bombay Government regarding a system of uniform weights and measuses for India.—I have, &c.,

JOHN MARSHALL, Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, *9th May* 1890.

To the DIRECTOR of LAND RECORDS, North West Provinces and Oudh, Cawnpore.

SIR,—I am directed to acknowledge the receipt of your letters No. $\frac{1138}{G}$ and $\frac{1619}{G}$, dated the 25th March and 29th April, respectively.

2. The subject has been before the Committee, and copies of the Extracts from Memorandum forwarded with the last-mentioned communication have been circulated to all members of the Chamber for the purpose of ascertaining their individual view on this important question.

3. The general consensus of opinion being in favour of the introduction of the scales proposed in the memorandum referred to, under Table B, the Committee beg to recommend that these should be adopted as the most convenient standards, *viz.*:—

WEIGHT.

				Avoirdupois.		
		Grains.		Ounces.		Pounds.
	1 Tola	= 175	=	4/10	=	1/00
5 Tolas	= 1 Chittack	= 875	=	2	=	1/8
16 Chittacks	= 1 Ser	= 14,000	=	32	=	2
40 Sers	= 1 Maund	=				80
28 Maunds.	= 1 Ton	=				2,240

CAPACITY.

	Pints.		Gallons.	Bushels.
1 Chittack.	= 1/10	=	1/80	
10 Do.	= 1	=	1/8	
1 Seer.	=		1/5	
5 Do.	=		1	
1 Maund.	=		8	

4. As far as the North-Western Provinces and Oudh are concerned, so many different weights are in use that whatever common system were to be introduced, a considerable amount of inconvenience would

necessarily be experienced at the outset. This, however, will gradually disappear and there is little doubt that trade will eventually benefit by the reform.

5. I am further to say that my Committee agree with the suggestion that legislation should make the new system permissible for three years and compulsory thereafter.—I have, &c.,

W. B. WISHART, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th May* 1890.

The SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

DEAR SIR,—I am directed to acknowledge, with thanks, the receipt of a copy of your communication to the Director of Land Records, North-West Provinces and Oudh, regarding the adoption of a uniform system of weights and measures for all India; and to wait upon you, for your information, with copies of two letters addressed to the Bombay Government containing the views of this Chamber on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX J.

SCHEME FOR GIVING IMPERIAL PROTECTION TO PATENTS, DESIGNS AND TRADE-MARKS IN THE UNITED KINGDOM, INDIA AND THE COLONIES.

No. 1469 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th April* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Resolution of the Government of India, Revenue and Agricultural Department (Patents) No. 532—72-2 P., dated 13th March 1890, on the subject of a scheme for giving Imperial protection to Patents, Designs and Trade-Marks in the United Kingdom, India and the Colonies, and to request that you will be so good as to favour Government with the views of the Chamber of Commerce, Bombay, on the proposed scheme.—I have, &c.,

G. M. URQUHART,
Acting Under-Secretary to Government.

No. 1468.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th April* 1890.

Resolution of the Government of India, Revenue and Agricultural Department (Patents), No. 532—72-2 P., dated 13th March 1890 :—

"The following Despatch from Her Majesty's Secretary of State for India relative to a proposed scheme for giving Imperial protection to Patents, Designs and Trade-Marks in the United Kingdom, India and the Colonies, is published for general information : —

No. 10 (STATISTICS.)

INDIA OFFICE, LONDON, 23*rd January* 1890.

From the RIGHT HONOURABLE VISCOUNT CROSS, G.C.B., Her Majesty's Secretary of State for India, to the GOVERNMENT of INDIA.

'I forward, for the consideration of your Excellency's Government, a copy of a memorial from the Associated Chambers of Commerce, and of the reply which I have caused to be sent thereto, upon the subject of a scheme for giving Imperial protection to Patents, Designs and Trade-Marks in the United Kingdom, India and the Colonies.

'2. The patent business of India has increased very little since 1859; the latest return received from your Government shows 30 patents filed in the year 1860 and only 217 in 1886; while the same return shows no design registered under Act XIII. of 1872. In the

United Kingdom there were 9,226 patents sealed, 26,165 designs registered, and 5,520 trade-marks registered for the year 1887. If a practicable scheme is suggested for realizing the objects supported by the Associated Chambers, and if such scheme should be accepted by Great Britain and the Colonies, then it might be for the advantage of India to come under such a scheme, provided that no share in the patents charges of other countries fell upon India, and provided that no increase in expense was caused to inventors or designers seeking protection in India only.

'3. I shall keep your Government informed if anything further comes of the suggestions now put forward by the Associated Chambers. Meanwhile I suggest that your Excellency should take steps for ascertaining the views of commercial bodies in India, and of other persons who may be interested upon the matter. And I shall be glad to learn hereafter what views your Government may form of the probable advantages, disadvantages and difficulties of the scheme which has been put forward.'

To the RIGHT HONORABLE VISCOUNT CROSS, G.C.B., Her Majesty's Secretary of State for India.

The humble memorial of the Associated Chambers of Commerce of the United Kingdom

SHEWETH—

'1. That much inconvenience is at the present time caused to traders having interests in patents, designs, and trade-marks by the necessity which exists for separate grants and registrations of such patents, designs, and trade-marks in the United Kingdom and in the various colonies and dependencies of the Empire.

'2. That in many instances, especially with regard to trade-marks, conditions are laid down in the colonies which preclude the attainment by traders there of the privileges which, in respect of the same premises, they have been able to obtain in the United Kingdom.

'3. That a desire exists in the colonies for a scheme of Imperial protection of patents, designs, and trade-marks upon application made in the applicant's place of origin, and that such desire was pointedly expressed at the Colonial Conference held at the Foreign Office in 1887 by the representatives of the colonies.

'4. That the Association are fully aware of the practical difficulties which stand in the way of the realization of a scheme of Imperial protection for patents, designs, and trade-marks, but they believe that these difficulties in no way affect the principle of such a scheme but relate only to its details, and are, moreover, such as by mutual concessions between the colonies and the mother country may be readily removed.

'5. That any difficulties which at present exist to the realization of a scheme of Imperial protection of patents, designs, and trade-marks must of necessity be increased by lapse of time, inasmuch as interests adverse to those of existing patentees and owners of registered designs and trade-marks may grow up in the various colonies and dependencies of the Empire until they in themselves create a formidable obstacle to the realization of the project, the subject of this

memorial, and for this reason it is the opinion of the Associated Chambers of Commerce that it is a matter of great regret that no steps have been taken in this direction since the subject was mooted at the Colonial Conference in 1887, and it appears to the Association that the matter is one of urgency which should be taken in hand without any further delay.

'6. And lastly, the Association is of opinion that the realization of a scheme of this description whereby the mother country and her colonies and dependencies will be welded together for a practical purpose, namely, the protection of their common interests in industrial property of great value and importance, would be, if only a partial, yet at the same time a most practical realization of the general aspirations of men of all parties in the Empire in the direction of Imperial Federation.

'Given under the common seal of this Association the first day of January 1890.'

No. R. & S. 9.

INDIA OFFICE, 23*rd January* 1890.

From SIR HORACE WALPOLE, Under Secretary of State for India, to the PRESIDENT of the ASSOCIATED CHAMBERS of COMMERCE.

'I am directed by the Secretary of State for India in Council to acknowledge the receipt of a memorial in which the Associated Chambers of Commerce of the United Kingdom remark upon the inconvenience caused by the existence of different Patent and Designs laws in India and other parts of the British Empire, and urge the adoption of some scheme whereby Imperial protection, over the whole of Great Britain and the Colonial and Indian possessions of Her Majesty, might be given to patents, designs, and trade-marks.

'In reply, I am directed to say that your representation will be forwarded for the consideration of the Government of India.'

RESOLUTION.—Copies of the Resolution of the Government of India should be forwarded to the Chambers of Commerce, Bombay, Karachi and Aden and the Trades' Association, Bombay, with a request that they will be so good as to favour Government with their views on the proposed scheme.

2. Copies should also be forwarded to the Collector of Land Revenue, Customs and Opium, Bombay, and the Collector of Customs, Karachi, for favour of their opinion.

G. M. URQUHART,
Acting Under-Secretary to Government.

To

The Collector of Land Revenue, Customs and Opium, Bombay,
The Collector of Customs, Karachi,
The Commissioner of Customs, Salt, Opium and Abkari,
The Commissioner in Sind,
The Chamber of Commerce, Bombay,
The Chamber of Commerce, Karachi,
The Chamber of Commerce, Aden,
The Trades' Association, Bombay.
} By letter.

BOMBAY CHAMBER OF COMMERCE, 19*th May* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1469 of the 15th ultimo, giving cover to copies of correspondence on the subject of a scheme for Imperial protection to Patents, Designs and Trade-marks in the United Kingdom, India and the Colonies, on which the opinion of the Chamber is requested. Regarding the matter as one of great importance to merchants and manufacturers in India, a Special Committee was appointed to consider the subject in detail—consisting of the Hon'ble A. F. Beaufort (of Messrs. Lyon and Co.), Chairman of the Chamber; Messrs. A. Pallis (of Messrs. Ralli Brothers); J. Littleton Symons (of Messrs. Finlay, Muir & Co.); G. Cotton (of Messrs. Greaves, Cotton & Co.); W. R. Macdonell (of Messrs. Wallace & Co.); R. S. Campbell (of Messrs. W. and A. Graham & Co.); and A. Francke (of Messrs. Volkart Brothers)—and I have now the honour to wait upon you with their report which is endorsed by, and has the full approval of, the Chamber.

2. For obvious reasons, the Committee considered it advisable to deal with the proposal under two separate heads, the position of the law in India relating to Patents and Designs being widely divergent from that affecting Trade-marks; the former being under, and regulated by special enactments, while the latter are governed by the common law of the country and do not, as in England, require registration for the purpose of protecting proprietary rights.

3. As regards *Patents and Designs*, the Committee, after giving the question their most careful consideration, cannot support the proposed scheme. At first sight they admit the proposal of simultaneous registration has apparently much to recommend it, but they consider the advantages likely to result more theoretical than practical. What the difficulties may be in obtaining registration and protection in England and the Colonies, the Committee are not in a position to know, nor is it perhaps their province to discuss; but in India the existing law, from all they are able to learn, works most satisfactorily, being both simple in its procedure and inexpensive in its charges whether

protection be claimed for inventions and designs having their origin within or without the country. These features seem to the Committee to embrace the chief requirements of legislation for Patents and Designs, and they do not see that any scheme which would give effect to the suggestion of the Associated Chambers of Commerce could possibly improve them. On the contrary, they consider it would be likely to prove more complex and cumbersome in operation and more expensive in cost.

4. In the matter of *Trade-marks*, the Committee consider it even less desirable to disturb the existing law, and they feel the greater confidence in expressing this opinion as they are enabled to do so not only on their own authority, but from the recorded experience and information derived from a previous exhaustive discussion of the entire question by the Chamber. This discussion, which was most instructive in detail and conclusive in its results, originated with a request from the Chamber in 1877 that the Government of India would pass an Act of the legislature for the registration of trade-marks in India, in response to which Government submitted, for the opinion of the mercantile community, first, the draft Bill of 1879 and then in substitution the draft Bill II. of 1880. The outcome of this attempted legislation could not be more clearly expressed than in the words of the then Committee of the Chamber in finally disposing of the question, when they said :—

"It appears to your Committee that the opinion (Counsel's opinion attached) so expressed is a very valuable one, and points decisively to the conclusion that legislation is not necessary and might be inconvenient. At present the owner of a recognised trade-mark can obtain protection in the Indian Courts, notwithstanding the fact of its being unregistered under the English Act. His proprietary rights are not vitiated in any way even if he has applied for and been refused registration in England, nor does he lose his recourse against a mark infringing his rights, notwithstanding that the latter may have been registered under the English Act. Moreover, an Indian Court would not attach any importance to the right of exclusive user of a trade-mark granted by the English Act after a lapse of five years from the date of registration in England beyond accepting that fact as evidence of its existence at the date of registration. The

owner of a non-registered mark would only have to prove his prior right to win his case.

> It thus appears to your Committee that while a special Act for India would provide no more satisfactory protection than already seems to exist, the alternative proposal of coming under the English Act would be attended with many disadvantages."

5. For convenience of reference the Committee of the Chamber have had reprinted and beg to wait upon Government with copies of the Chamber's letter to the members advising that the proposed legislation should be abandoned, as also Counsel's opinion on the law as affecting trade-marks in India which accompanied that letter. The legal opinion then expressed has been amply borne out by the decisions of the Courts, and a perusal of these documents, the Committee consider, inevitably leads to the conclusion that any such scheme of Imperial registration of trade-marks as that under discussion, would, even if found practicable of application—of which the Committee entertain grave doubts—prove absolutely disadvantageous and inimical to the proprietary rights of merchants, manufacturers and others now possessing trade-marks in India.

6. The Committee would accordingly deprecate any support being extended by the Government of India to the proposed scheme for giving Imperial protection to Patents, Designs and Trade-marks in the United Kingdom, India and the Colonies.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

COPIES.

BOMBAY CHAMBER OF COMMERCE, 16*th July* 1881.

To the MEMBERS of the CHAMBER of COMMERCE.

GENTLEMEN,—In September 1877, the Committee of the Chamber submitted to Government the expediency of a measure being introduced into India similar to the English Trade-marks Registration Acts of 1875 and 1876. The Committee considered that the increase in the cotton manufactures of Bombay rendered such a measure desirable, and it would therefore appear that the protection of Indian manufactures was the primary object which the Committee had in view when they suggested the measure.

A draft Bill No. I. to be called "The Indian Trade-marks Act 1879" was accordingly prepared by the Government of India, and forwarded to the Chamber with a request that Government might be favoured with any observations which the Chamber might wish to make on the Bill. A Special Committee was thereupon appointed to consider its provisions. The report of this Special Committee will be found at page 11 of the papers sent herewith. It was, with an amendment regarding the fees for the transfers of trade-marks from the English to the Indian register, adopted by the Chamber at the Special General Meeting held on 9th September 1879, and the substance of it communicated to Government. The attention of members is requested to the first paragraph of this report, in which the Special Committee stated that they had discussed the question whether the Bill should apply to trade-marks of goods wherever manufactured, or be applicable only to goods manufactured, in India; and that they had concluded that it was desirable that the Bill should apply to all trade-marks, in the broadest sense of the term.

The Bill was thereafter referred by Government to a Select Committee of the Council of the Governor-General, who withdrew the Bill, No. I., of 1879, and brought forward an amended Bill No. II., to be called, "The Indian Trade-Marks Act 1880." This amended Bill, together with the report thereon of the Select Committee, dated 28th February 1880, was forwarded to the Chamber with a request that Government might be favoured with its opinion upon it. This Bill was amended so as to give effect to the suggestions of the Select Committee whose report was principally concerned in discussing the important question as to the mode in which trade-marks already registered in England should be dealt with. As in the case of the first Bill, a Special Committee was appointed by the Chamber to consider the amended Bill, and the report thereon of the Select Committee. The report of this Special Committee was adopted by the Chamber at the General Meeting held on 3rd August 1880, and the substance of it communicated to Government on the 17th idem. In it, the Chamber recommended, as the simplest mode of overcoming the difficulty, that, instead of English trade-marks, being registered here India should come under the English Act, and Indian trade-marks should be registered at home, applications being forwarded through the Registrar's Office.

The next communication received by the Chamber on the subject was a letter dated 3rd February last, from the Government of India, stating that the members of the Select Committee had considered the opinions received on their report of the 28th February 1880, and sending a statement of the present position of the question as to the best mode of fitting in the Indian system of registration with that established in England. The Select Committee observed with regret that the solution of the question proposed by themselves had failed to commend itself to most of the authorities consulted. They had no wish to press their suggestion, and, if they were to carry out the views expressed in the 14th para. of their report, the only course left would be to restore the Bill to its original shape, and require all English trade-marks to be registered afresh in India. But the registration here of all English trade-marks used or likely to be used in India appear to the Select Committee so formidable an undertaking that

they were reluctant to adopt any course which would necessitate it as long as there was a prospect of finding any simpler solution of the question. Such a solution would be found if Indian manufacturers would be content to register their marks in England : this course was recommended by the Bengal and Bombay Chambers of Commerce, and also by the Liverpool Chamber, and the Select Committte accordingly deemed it worthy of the most careful consideration. In the event of its being adopted, the legislation required in India would be of the simplest description. As all the work of registration, including the settlement of disputes as to the right to register and claims for the rectification of the register, would be performed in England, all the provisions relating to these subjects would be removed from the Bill, and the Act to be passed here would simply provide—

1*st*,—that no proceedings should be instituted here for the protection of a trade-mark unless such mark was registered in England as belonging to the plaintiff, or registration was refused in the particular class of cases referred to by 39 & 40 Vict., cap. 33 ;

2*ndly*,—that in all Courts in British India, registration in England should be from the first *primâ facie* proof, and after five years' conclusive proof, of the right to a trade-mark.

This last communication was circulated to the members of the Chamber, but, before replying to it, and finally commiting the Chamber, to legislation on this subject, your Committee deemed it desirable to take legal opinion on certain points which have been suggested to them by the correspondence and discussions which have taken place. The questions submitted for counsel's opinion, with the replies thereto, will be found herewith. It appears to your Committee that the opinion so expressed is a very valuable one, and points decisively to the conclusion that legislation is not necessary and might be inconvenient. At present no owner of a recognised trade-mark can obtain protection in the Indian Courts, notwithstanding the fact of its being unregistered under the English Act. His proprietary rights are not vitiated in any way even if he has applied for and been refused registration in England, nor does he lose his recourse against a mark infringing his rights, notwithstanding that the latter may have been registered under the English Act. Moreover, an Indian Court would not attach any importance to the right of exclusive user of a trade-mark granted by the English Act after a lapse of five years from the date of registration in England beyond accepting that fact as evidence of its existence at the date of registration. The owner of a non-registered mark would only have to prove his prior right to win his case.

It thus appears to your Committee that while a special Act for India would provide no more satisfactory protection than already seems to exist, the alternative proposal of coming under the English Act would be attended with many disadvantages. They suggest therefore that the opinion which the Chamber has received should be forwarded to Government with a recommendation that, as the proposed legislation is apparently surrounded with many difficulties and objections which could not at first be foreseen, it may in the meantime be abandoned.—I remain, &c.,

J. GORDON, Secretary.

Case prepared by Messrs. CRAIGIE, LYNCH AND OWEN, *Solicitors of the Chamber, under instructions from the Committee, and submitted for Counsel's opinion.*

A Bill to provide for the Registration of Indian Trade-marks is now before the Legislative Council of the Governor-General, and the question has arisen as to the best mode of fitting-in a system of registration for India with the system already in force in England.

The Bombay Chamber of Commerce have recommended, as the best way of overcoming the difficulty, that instead of English trade-marks being registered here in India the English Act should be made to apply to India, and that Indian trade-marks should be registered in England, applications for registration in England being forwarded through the office of the Registrar in India.

A further reference has, however, been made by the Government of India to the Chamber by letter No. 131, dated 3rd February 1881, copy of which is sent herewith.

Before replying to this letter the Chamber desire to be advised on the points herewith submitted to Counsel.

Counsel is requested to advise—

1. As the law at present stands, I am of opinion that the owner of a trade-mark can in the Indian Courts obtain protection against an infringement, notwithstanding he has not registered in England. The fact that the imitation had been registered in England would make no difference.	1. Whether, as the law at present stands, the owner of a trade-mark recognised in the Indian markets as his trade-mark can, notwithstanding that he may have omitted or neglected to register it under the English Act, obtain protection against the use by any one else of an exact or colourable imitation of his mark, and whether the fact that the imitation had been registered in England would make any difference.
2. He would not lose his right.	2. If the answer to the last question be in the affirmative, whether the owner of a trade-mark would lose his right to protection if he applied for registration in England and such registration were refused.
3. He can. The English Trade-marks Registration Acts do not apply to India.	3. Can the owner of a mark which is recognized as a trade-mark in India, but which has been refused registration in England, obtain protection for such mark from the Courts in India?

4. It is impossible to answer this question, as the answer depends entirely upon the provisions of the Act (if any) which may be passed for registering trade-marks in India. What these provisions are going to be I don't know.

4. If a trade-mark had been registered in India as the property of a certain owner, and another precisely similar mark had been registered in England as the property of another altogether different owner, would the owner of the mark so registered in India be entitled to protection from the Courts in India?

(*a*) Against the owner of the similar mark registered in England.

(*b*) Against all other persons.

5. I am of opinion that the registration for five years in England under the English Trade-marks Act has no effect whatever upon the rights of a person suing in the Indian Courts. Sec. 3 of Act 38 and 39 Vic., cap. 91, only provides that after five years from the date of registration such registration *shall be conclusive evidence* of the right of the person who has registered to the exclusive user of the mark registered. This, however, only applies to the English Courts, and not to India. Consequently the Indian Courts would not be precluded from taking evidence as to who was the owner of the trade-mark in question. The fact of registration in England would be evidence that the person who had registered used that mark at the date of registration, but that would not prevent the person who had not registered proving if he could that he had used and become the owner of the trade-mark before the person who had registered. Registration in England, I think, could only be used in the Indian Courts in corroboration of the evidence of the person who had registered to the time when the mark in question was claimed or used by him as his mark.

5. What is the effect (if any) in India of complete registration for a period of five years in England of a trade-mark?

(*a*) Upon the rights of a person who has used the same mark in India for a number of years prior to the registration of such mark in England, but who has taken no steps to obtain registration in England, or to oppose the registration there in the name of such registered owner.

(*b*) Upon the rights (if any) of all other persons in India?

6. This is a question that I think a merchant is more competent to decide on than a lawyer. For my own part I don't see what substantial benefit a merchant gets from a registration of trade-marks on the lines of the English Act. Without any Act at all he is in this position: he has only to prove that the mark he seeks protection for has been put on goods which have been and are being offered for sale, and his right to that mark is established against the infringer, unless the latter can show that he or some one else has used the mark before, and has not lost the right to use it. No length of user is necessary for the purpose of acquiring property in a trade-mark. See McAndrew *v.* Barrett, 33 L.I., ch. 566, and Maxwell *v.* Hogg, L. R. 2 ch. 307, as to how the property in a trade-mark is acquired. Consequently the merchant can now very easily prove his right *prima facie* to the trade-mark. This is all that he can prove by producing his certificate under the Trade-marks Registration Act for the first five years after registration. After the five years are passed I don't think the merchant really gets any practical benefit under the Registration Act. The only benifit he gets is that the defendant cannot dispute his right to it. But as the law at present stands, if the merchant had been using his trade-mark for five years, practically the defendant would not dispute his right to it. In fact the defence in every case is generally that the mark has not been imitated. The Trade-marks Registration Act in my opinion is no protection against imitation at all. The imitator does not want to sue, so he does not care about registering, as he can use his imitation all the same whether registered or not, and, as I have pointed out, I don't think the honest merchant in his suit

6. Whether, having regard to the present state of the law, it is desirable that an Act for the registration of trade-marks in India should be passed?

against the imitator gets any practical benefit. There is not the slightest difficulty, as the law at present stands, or proving your *prima facie* right to a trade-mark. After a five years user it would be almost hopeless for a defendant to prove the plaintiff did not own the trade-mark. If, as a matter of fact, other persons were, or claimed to be, entitled to the mark, and it was of any value, long before the five years were over, the registered proprietor would be fighting in court with those persons who by sec. 5 of 38 and 39 Vic., c. 91, can apply to rectify the register, and if he was not the owner he would never succeed, in the case of a mark of any value, in remaining on the register five years. Again, an Act on the lines of the English Act would deprive a large number of marks, which are now recognized as trade-marks, of the quality of trade-marks. The fees charged for registration are, I should say, much more than an equivalent for any benefit the merchant gets.

7. I think an Act which provided for registration in England would be worse than an Act which provided for registration in India, for the following reasons:—(*a*) Any mark used for the first time since 13th August 1875 and which is not registrable under the English Act will be deprived of all value, as any one will be able to imitate it without being sued. (*b*) The expense and difficulty attending registration of any disputed mark will prevent an Indian merchant from fighting for his rights. He will have to either abandon his mark, or spend far more than it probably is worth to establish his right to it.

7. If the answer to the last question be in the affirmative, is it desirable that such Act should provide merely for the registration in England of Indian trade-marks, or that it should provide for the registration in India of such marks?

8. As the English Trade-mark Registration Act does not extend to China, and the Indian Legis-

8. If a special Act were passed for India, and a certain mark exactly or very closely resembling a

lature has no authority to legislate for the Courts there, I am of opinion that the China Court (in the case put) could and would satisfy itself who was the owner of the mark in question, quite apart from the registration in India or the registration in England, only using such registration (if at all) as some proof that the mark was, at the respective dates of the registrations, used by the persons who registered. In short, I am of opinion that, in the case put, registration either in England or India would have, except to the extent I have mentioned, no value at all.

mark already registered under the English Act were registered under it, or *vice versa*, how could the respective registered owners protect their rights as against each other in a foreign market such as China?

9. I can add nothing to what I have said above except that if an Act is to be pass d, one providing for registration in India, I think, is the only one that could practically be worked.

9. Generally giving any suggestions on the proposed legislation which may occur to counsel.

J. D. INVERARITY.

25th June, 1881.

APPENDIX K.

DELAY IN THE PROCEDURE AT THE POLICE COURTS OF BOMBAY.

BOMBAY CHAMBER OF COMMERCE, *6th August* 1890.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—For some time past the Committee of this Chamber have had under consideration the question of the delay attendant on the administration of justice in the Police Courts of this City, and a representation on the subject is in course of preparation and will shortly be laid before Government. But the lamented death of Mr. P. Ryan, the late Second Presidency Magistrate, constrains the Committee to anticipate the report and to address Government without delay regarding the appointment of his successor.

2. The mercantile community of Bombay hold very strong views as to the necessity of the Second Magistrate of Police being, if possible, a trained lawyer, selected from the local ranks of the legal profession, as from the nature of the cases which come before him it is absolutely necessary to the prompt and efficient administration of justice, that the magistrate should be acquainted not only with the terms of such Acts as the Municipal Act, the Merchandise Marks Act, the Police Act, the Port Trust Act, the Indian and English Merchant Shipping Acts, the Contract Act, the Evidence, and other Acts, but that he should have a local and practical knowledge of their working.

3. The Committee of the Chamber, therefore, trust that H. E. the Governor in Council will, in making the appointment, give due weight to the importance which the mercantile community of Bombay attach to these qualifications, and that he will pardon their submitting their views in such an explicit and decided form. They might have hesitated to address Government on the matter had it not been that a recent appointment to the Presidency Magistrates' Courts has given rise to serious apprehensions that this vacancy may be filled up by the nomination of some Government servant

who, however, well qualified by experience and training for the position of a magistrate in the mofussil, may lack the essential requirements for a Presidency Magistrate in a large sea-port and manufacturing city like Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 76 P. OF 1890.

JUDICIAL DEPARTMENT,

POONA, 12*th August* 1890.

From W. LEE-WARNER, Esq., Secretary to Government, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of the memorial of the Chamber of Commerce, dated the 6th instant, regarding the appointment of a successor to the late Mr. P. Ryan, Second Presidency Magistrate.

2. In reply, I am to state that as the Chamber is no doubt aware, the subject of the Magistracy of Bombay is under the consideration of Government, who are at present in correspondence with the Municipal Corporation. I am further to inform you that in disposing of the special matter referred to in your letter, the Governor in Council has given due consideration to the points urged in the communication from the Chamber.—I have, &c.,

W. LEE-WARNER,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 20*th August* 1890.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 76 P of the 12th instant, replying to the Chamber's letter of the 6th idem, regarding the appointment of a successor to the late Mr. P. Ryan, Second Presidency Magistrate; and I am directed to express the thanks of the Committee for the courteous manner in which His Excellency the Governor in Council has been pleased to receive the Chamber's representations.

2. My Committee have not failed to observe in the public press the correspondence between Government and the President of the Municipal Corporation, to which you are good enough to call their attention, and the views therein expressed by Government as to the admitted delay in the administration of justice in the Courts of the

Presidency Magistrates relieve the Committee, in a great measure, from the necessity of demonstrating the extent of the delays which are experienced. Some recent cases, however, have been of so protracted a character that the Committee of the Chamber consider it advisable to bring them specially to the notice of Government, with the view to showing more clearly how intimately the mercantile community is concerned with the working of the Police Courts :—

(1) In the case of Tribhowan Harakchand *vs.* Shewshunker Gopaljee—for cheating—there were eight postponements, causing the hearing to extend over three-and-a-half months.

(2) Messrs. W. and A. Graham and Co. *vs.* Chotalal Moolchand—a false trade-mark case—necessitated twelve postponements, lasting four months.

(3) The G. I. P. Railway collision case required twelve hearings, extending from 5th May to 13th July, before it was concluded.

(4) Manilal Dhunji *vs.* Jivan Chatoor—another false trade-mark case—has been postponed ten times, has already lasted three-and-a-half months, and is not yet concluded.

(5) The Queen Insurance Company *vs.* P. M. Mody has been before the Court ten times since 1st June last, and has not yet been disposed of.

3. A glance at the cases mentioned shows a state of things which, in regard to mercantile prosecutions, amounts almost to a denial of justice. For instance, the suit filed by Messrs. W. and A. Graham and Company, under the Merchandise Marks Act. This, after twelve hearings, extending over four months, resulted in the accused being fined Rs. 250, while the cost to the plaintiffs of obtaining this verdict amounted to something like twelve times that amount, to say nothing of the enormous trouble and inconvenience involved with the inevitable loss of time to all concerned. With such examples before them, the mercantile community naturally hesitate to institute proceedings under the Merchandise Marks and similar Acts, preferring rather to suffer a moderate loss than to incur the trouble and expense of a prosecution. Moreover, these, which are only a few recent instances out of a large number of like

cases which might be quoted by going back through the records for a short period, show how necessary it is that no time should be lost in taking the necessary steps to facilitate the disposal of business in the Pesidency Magistrates' Courts, and the Committee of the Chamber trust, therefore, that the appointment of the additional magistrate proposed by Government will not be delayed, pending any possible discussion which may arise between Government and the Municipality regarding the apportionment of the expenditure which will be entailed.

4. While the Chamber are fully in accord with the views of Government regarding the appointment of an additional magistrate, the enquiries which they have made and the careful consideration which they have given to the whole question, lead the Committee to the belief that a remedy to the existing state of business in the Courts, is to be sought for as much in the qualifications of the men appointed as in the addition to the bench of a fourth magistrate; and having regard to the appointments which have appeared in the *Government Gazette*, since the date of your letter under reply, they feel constrained to again respectfully bring this point prominently to the notice of Government. Such qualifications as I have already had the honor to point out in my previous communication already referred to, are scarcely obtainable, except from amongst the local ranks of the legal profession, and an additional reason for the selection being made from that quarter, is the extreme desirability of magistrates in this city being permanent appointments and not, as has too frequently been the case, subjected to frequent changes owing the exigencies of the Government service.

5. Irrespective, however, of the advantages to be gained by the appointment to the bench of an additional magistrate with the necessary qualifications which I have indicated, the efficiency of the Courts is, my Committee consider, susceptible of considerable improvement from other causes. One change which the Chamber has decided to advocate, but which Government has already anticipated in the correspondence with the Municipality, is the transfer of the Second Magistrate's Court from Girgaum to Byculla. This would undoubtedly lead to a fairer division of the cases coming before the respective courts, and would, moreover, greatly facilitate the work of the police and the

convenience of the public. Another point to which the Chamber is disposed to attach considerable importance, is the desirability of such arrangements being made as would withdraw from the Chief Presidency Magistrate the necessity of hearing the usual night and petty police charges. Under the prevailing system, the Chief Magistrate is usually occupied with these until 2-30 p.m. of each working day, leaving only two-and-a-half hours in the afternoon at his disposal for the hearing of weighty cases. The Committee consider this a wasteful and undesirable arrangement of the work, as the time of a functionary like the Chief Magistrate—who is in the receipt of a high salary, and may therefore be supposed to be the best qualified for dealing with the more important cases which come under the cognizance of the court—is more than half taken up by the trial of petty matters calling for no extensive legal knowledge or judicial skill, and which might well be disposed of by the Fourth Magistrate, when appointed, or possibly by conferring the necessary magisterial powers on the Chief Clerk to the First Presidency Magistrate

6. For the reasons adduced, the Committee of the Chamber venture to hope that His Excellency the Governor in Council will

(1) Appoint a Fourth Magistrate with the least possible delay, and

(2) In making the substantive appointment to the Third Magistracy, will appoint a man thoroughly qualified by his previous legal training and local experience to deal efficiently with the work of the courts.—I have, &c,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

No. 4761 OF 1890.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 1st *September*, 1890.

From W. LEE-WARNER, Esq., Secretary of Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 20th of August, 1890, bringing to notice certain cases in which, it is reported that undue delay has occurred in the administration of justice, and making suggestions as to the qualifications of the magistrates, the location of their Courts, and the distribution of work.

2. I am to inform you that inquiries will be instituted with reference to the cases cited; and that as soon as the Corporation have replied to a communication addressed to them on the subject of an additional magistrate, the other points to which the Chamber of Commerce has invited attention, will receive the due consideration of Government.—I have, &c.,

W. LEE-WARNER,
Secretary to Government.

No. 5530 OF 1890.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *9th October* 1890.

From W. LEE-WARNER Esq., Secretary to Government, Bombay, the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 4761, dated the 1st September 1890, in which I intimated to you that Government would direct inquiries to be made into certain cases, in respect of which your Chamber complained of undue delay in the administration of justice, and that when the Corporation had replied to a communication from Government your representation as to the necessity for the constitution of a fourth Court in the Presidency Town would be considered, I am now directed to make this further communication for the information of the Chamber of Commerce.

2. In regard to the latter subject, I am to observe that the reply awaited from the Corporation has not yet been received, and in the meanwhile Government are not in a position to deal adequately with the question of providing an additional Court or the funds necessary for the same.

3. In regard to the specific cases of delay, the Governor in Council has consulted the Chief Presidency Magistrate, and is satisfied that no censure attaches to the Magistracy in connection with them. The precedence to be given to the various cases that come before the Courts, the length to which the arguments of counsel shall be allowed to proceed, and compliance made with requests for adjournment, involve delay and raise questions which the Magistrates can alone satisfactorily determine. The explanations afforded of the causes of delay in the cases referred to, satisfy Government that they have no reason to assume that in any of the cases there was undue or avoidable procrastination.—I have, &c.,

W. LEE-WARNER,
Secretary to Government.

APPENDIX L.

FACTORY LEGISLATION FOR INDIA.

No. 692 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 11*th February* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a draft Bill to amend the Indian Factories Act, 1881, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the draft Bill by the 20th instant, as the Government of India have asked for a reply concerning the measure by the 1st proximo.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

A BILL TO AMEND THE INDIAN FACTORIES ACT, 1881.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced into the Council of the Governor-General of India for the purpose of making Laws and Regulations on the 31st January 1890 :—

No. 3 OF 1890.

A Bill to Amend the Indian Factories Act, 1881.

Whereas it is expedient to amend the Indian Factories Act, 1881 ; It is hereby enacted as follows :—

Amendment of definition of "factory" in section 2, Act XV, 1881.

1. For the words "one hundred" in section 2 of the said Act the word "twenty" shall be substituted.

Amendment of sections 4, 5, 6 and 16, Act XV, 1881.

2. For the word "seven" in sections 4, 5, 6 and 16, of the said Act the word "nine" shall be substituted.

Addition to section 4, Act XV, 1881.

3. To section 4 of the said Act the following shall be added, namely :—

"or for more than the time allowed by this Act for the employment of women."

Amendment of section 7, Act XV, 1881.

4. (1) For the first clause of section 7 of the said Act the following shall be substituted, namely :—

"No woman shall be actually employed more than eleven hours, nor any child more than nine hours, in any factory in any one day."

(2) In the second clause of the same section, before the word "child" the words "woman or", and between the words "allowed to" and the word "him" the words "her or" shall be inserted.

(3) In the last clause of the same section, for the words "A child shall not be deemed to be employed" the words "A woman or child shall not be deemed to be actually employed" shall be substituted.

Substitution of new section for section 8, Act XV, 1881.

5. For section 8 of the said Act the following shall be subsituted, namely :—

Allowance of holidays to women and children.

"8. Every occupier of a factory in which women or children are employed shall, before the beginning of each month, fix, according to the castes or classes to which such women or children belong or otherwise, not less than four days in such month to be observed as holidays by each woman or child employed in the factory, and shall forthwith give notice of the days so fixed to such officer as the Local Government may, from time to time, appoint in this behalf.

"An occupier of a factory may, with the previous sanction of the Inspector, substitute, for any day fixed under this section, another day in the same month.

"A woman or child shall not be employed in such factory on a day fixed under this section as a day to be observed as a holiday by the woman or child, unless when another day has been substituted for such day as hereinbefore provided, in which event the woman or child shall not be employed in such factory on the day so substituted.

Amendmen of section 9, Act XV, 1881.

6. In section 9 of the said Act, before the word "child" the words "woman or" shall be inserted.

Amendment of section 15, Act XV, 1881.

7. (1) In clause (*a*) of, and the second proviso to, section 15 of the said Act, between the words "any" and "each" respectively and the word "child" the words "woman or", and in the same proviso between the words "two or more" and the word "children" the words "woman or", shall be inserted.

(2) For clauses (*e*) and (*f*) of the same section the following shall be substituted, namely :—

"(*e*) neglects to fence any machinery or mill-gearing in any factory ;

(*f*) neglects to maintain a supply of water for the use of persons employed in any factory ;

(*g*) neglects to ventilate any factory or to keep any factory in a cleanly state and free from effluvia arising from any drain, privy or other nuisance ;

(*h*) suffers any factory to be so overcrowded, while work is carried on therein, as to be injurious to the health of the persons employed therein ; or

(*i*) neglects to give any notice or furnish any return."

Amendment of Section 18, Act XV, 1881.

8. (1) For clauses (*b*), (*c*) and (*d*) of section 18 of the said Act the following shall be substituted, namely :—

"(*b*) the water-supply to be maintained for the use of persons employed in factories ;

(*c*) the ventilation of factories and their cleanliness (including lime-washing, painting, varnishing and washing) and freedom from effluvia arising from any drain, privy or other nuisance ;

(*d*) the prevention of such overcrowding of factories, while work is carried on therein, as is likely to be injurious to the health of the persons employed therein ;

(*e*) the obligation of occupiers of factories to furnish true returns, occasional or periodical, on and in accordance with the requisition of the local Inspector or the Local Government ;

(*f*) the inspection of factories ;

(*g*) the manner in which appeals under this Act are to be presented and heard ; and

(*h*) otherwise carrying out the purposes of this Act."

(2) To the same section the following shall be added, namely :—

"Before making rules under clause (*b*), clause (*c*) or clause (*d*) of this section, the Local Government shall publish in such manner as may in its opinion be sufficient for giving information to persons interested a draft of the proposed rules, with a notice specifying a date at or after which the draft will be taken into consideration, and shall consider any objection or suggestion which may be received from any person with respect to the draft before the date so specified."

References to Act XV of 1881 to be read as references to that Act as amended by this Act.

9. A reference in any enactment or document to the Indian Factories Act, 1881, shall be read as a reference to that Act as amended by this Act.

STATEMENT OF OBJECTS AND REASONS.

The Government of India, having recently had under its consideration the reports of Local Governments on the operation of the Indian Factories Act, 1881, and the proceedings of the Commission appointed in 1884 to consider the working of factories in the Bombay Presidency, is of opinion that the Act of 1881 should be so amended as to—

(*a*) bring within its scope any factory in which not fewer than twenty hands are employed,

(*b*) raise from seven to nine years the age below which a child may not be employed in a factory,

(*c*) limit to hours of work for women to eleven in any one day,

(*d*) extend to women the provisions of the Act with respect to the allowance of holidays to children, and enable occupiers

of factories to fix such days as holidays for the women and children employed therein as, having regard to the different classes or castes to which they belong, may be most convenient for them,

(*e*) authorise Local Governments to make sanitary rules suited to local requirements, and

(*f*) render it obligatory on occupiers of factories to furnish such statistics as may from time to time be required by the Government.

The object of the Bill is to amend the Act accordingly.

Among the enactments which will be incidentally affected by the Bill (section 9) are the Electricity Act, 1887, the City of Bombay Municipal Act, 1888, and the Indian Merchandise Marks Act, 1889.

A reprint of Act XV of 1881, with the proposed amendments set forth in italics, is appended to this Statement.

The 31st January 1890. ANDREW R. SCOBLE.

APPENDIX.

ACT No. XV OF 1881.

(AS AMENDED BY THE BILL.)

AN ACT TO REGULATE LABOUR IN FACTORIES.

Preamble. Whereas it is expedient to regulate labour in factories : It is hereby enacted as follows :—

Preliminary.

Short title. 1. This Act may be called the Indian Factories Act, 1881.

Local extent. Commencement. It applies to the whole of British India, and shall come into force on the first day of July 1881.

Interpretation-clause. 2. In this Act, unless there is something repugnent in the subject or context,—

"Factory." "Factory" means any premises (other than indigo-factories or premises situated on, and used solely for the purposes of, a tea or coffee plantation) wherein is carried on, for not less than 4 months in the whole in any one year, any process for, or incidental to, making, altering, repairing, ornamenting, finishing or otherwise adapting for use, transport or sale, any article or part of an article ; and

(*a*) wherein steam, water or other mechanical powers is used in aid of any such process ; and

(*b*) wherein not less than *twenty* persons are on any day simultaneously employed in any manual labour in, or incidental to, any such process ; and

every part of a factory shall be deemed to be a factory, except any part used exclusively as a dwelling ;

"Child:" "child" means a person under the age of twelve years:

"mill-gearing" includes every shaft, whether upright, oblique or horizontal, and every wheel, drum, pulley, rope, driving strap or band, by which the motion of the first moving power is communicated to any machine:

"employed." a child who works in a factory, whether for wages or not, either in a manufacturing process or handicraft, or in cleaning any part of the factory used for any manufacturing process or handicraft, or in cleaning or oiling any part of the machinery, or in any other kind of work whatsoever incidental to, or connected with, the manufacturing process or handicraft, or connected with the article made or otherwise the subject of the manufacturing process or handicraft therein, shall be deemed to be employed therein within the meaning of this Act.

Inspectors and Certifying Surgeons.

Inspectors. 3. The Local Government may in its discretion, by notification in the official Gazette, appoint such persons as it thinks fit to be Inspectors of factories within such local limits as it may assign to such Inspectors, and may suspend or dismiss any person so appointed.

In default of such appointment, the Magistrate of the district shall, in virtue of his office, be Inspector of all factories (if any) in the district.

Such Inspectors shall be deemed public servants within the meaning of the Indian Penal Code; and shall be officially subordinate to such authority as the Local Government may, from time to time, indicate in this behalf.

Powers of Inspector. 4. An Inspector of factories may, within the local limits for which he is appointed,—

(*a*) enter, with such assistants (if any) as he thinks fit, any factory whenever he has reason to believe that any person is employed therein;

(*b*) make such examination of the premises and machinery, and of the registers hereinafter prescribed, and take on the spot or otherwise such evidence of any person, as such Inspector may deem necessary for carrying out the provisions of this Act;

(*c*) order that any person shall not be employed in a factory when he has reason to believe that such employment would be in contravention of this Act—

until the age of such person has been certified, in the manner hereinafter provided to be above *nine* years; or,

for more than the time allowed by this Act for the employment of children until his age has been so certified to be above twelve years; *or*

for more than the time allowed by this Act for the employment of women.

5. The civil surgeon or such other person practising medicine or surgery as the Local Government may, from time to time, appoint in this behalf for any local area (hereinafter called certifying surgeon) shall, at the request of any person employed or desirous of being employed in a factory situate in such local area, or of the parent or guardian of such person, examine such person and grant him a certificate, stating whether his age, as nearly as it can be ascertained from such examination, is above or below *nine* years, or twelve years, as the case may be.

Certifying Surgeons.

Women and Children.

6. No child shall be employed in any factory if he is under the age of *nine* years.

Age *for* employment *of children.*

7. No *woman* shall be actually employed *more than eleven hours, nor any child more than nine hours, in any factory* in any one day.

Hours of employment for *women and* children.

And no *woman or* child shall be employed in any factory on any day without an interval, or intervals, amounting in the whole to at least an hour, being allowed to *her or* him for food and rest.

The times at which such intervals shall be allowed, and the length of each interval, shall be fixed by the Local Government for each factory, after ascertaining, as far as possible, the existing practice in such factory and the wishes of the occupier thereof.

The occupier shall set up and maintain, in some conspicuous place in the factory, a printed or written notice, in English and the languages of the district in which the factory is situate, showing the times at which such intervals shall be allowed and the length of each interval.

A *woman or* child shall not be deemed to be *actually* employed within the meaning of the first clause of this section during any interval allowed for food or rest.

8. *Every occupier of a factory in which women or children are employed shall, before the beginning of each month, fix, according to the castes or classes to which such women or children belong or otherwise, not less than four days in such month to be observed as holidays by each woman or child employed in the factory, and shall forthwith give notice of the days so fixed to such officer as the Local Government may, from time to time, appoint in this behalf.*

Allowance of holidays to women and children.

An occupier of a factory may, with the previous sanction of the Inspector, substitute, for any day fixed under this section, another day in the same month.

A woman or child shall not be employed in such factory on a day fixed under this section as a day to be observed as a holiday by the woman or child unless when another day has been substituted for such day as hereinbefore provided, in which event the woman or child shall not be employed in such factory on the day so substituted.

Pohibition of employment of woman or child in two factories on same day.

9. No occupier of a factory shall employ therein on any day any *woman* or child who has to his knowledge already been employed on the same day in any other factory.

Prohibition of employment of child in certain dangerous work.

10. No occupier of a factory shall allow any child to clean any part of the mill-gearing or machinery of such factory while the same is in motion, or to work between the fixed and traversing parts of any self-acting machine while such machine is in motion by the action of the steam-engine, water-wheel or other mechanical power, as the case may be.

Register of children in a factory.

11. The Local Government may direct any occupier of a factory to keep, in such form and with such particulars as such Government may, from time to time, prescribe, registers of the children (if any) employed in such factory, and of their respective employments.

Fencing.

Fencing.

12. (*a*) Every fly-wheel directly connected with a steam-engine, or water-wheel or other mechanical power in any part of a factory, and every part of a steam-engine or water-wheel,

(*b*) every hoist or teagle near which any person is liable to pass or be employed, and

(*c*) every other part of the machinery or mill-gearing of a factory which may, in the opinion of the local Inspector, be dangerous if left unfenced, and which he may have ordered to be fenced,

shall, while the same is in motion, be kept by the occupier of such factory securely fenced.

Any order under clause (*c*) may be set aside, on appeal or otherwise, by the Local Government or such authority as it may appoint in this behalf.

Notices.

Notice to be given of accidents.

13. When any accident occurs in a factory causing death or bodily injury whereby the person injured is prevented from returning to his work in the factory during forty-eight hours after the occurence of the accident, the occupier of such factory, or, in his absence, is principal agent in the management of such factory, shall send such notice of such accident to such authorities in such form and within such time as the Local Government may, from time to time, by rule direct.

Person beginning to occupy factory to give notice.

14. Every person shall, within one month after he begins to occupy a factory, send to the Local Inspector a written notice containing the name of the factory, the place where it is situate, the address to which he desires his letters to be addressed, the nature of the work performed in such factory, the nature and

amount of the moving power therein, and the name of the person (if any) under whom the business of the factory is to be carried on.

Penalties.

Penalties.

15. Any person who, in breach of this Act, or of any order or rule made hereunder,—

(*a*) employs any *woman or* child in any factory ;
(*b*) neglects to set up or maintain the notice required by section seven, or to fix the days referred to in section eight ;
(*c*) allows any child to perform the work forbidden by, or to work in contravention of, section ten ;
(*d*) neglects to keep a register in manner prescribed under section eleven ;
(*e*) neglects to fence any machinery or mill-gearing in any factory ;
(*f*) *neglects to maintain a suuply of water for the use of persons employed in any factory.*
(*g*) *neglects to ventilate any factory or to keep any factory in a cleanly state and free from effluvia arising from any drain, privy or other nuisance ;*
(*h*) *suffers any factory to be so overcrowded, while work is carried on therein, as to be injurious to the health of the persons employed therein ; or*
(*i*) *neglects to give any notice or furnish any return,*

shall be punished with fine which may extend to two hundred rupees :

Provided that—

1st, no prosecution under this section shall be instituted except by or with the previous sanction of, the local Inspector ; and

2nd, no person shall be liable under this section to more than one penalty for any one description of offence committed on the same day, except where two or more *women or* children are employed contrary to the provisions of this Act, in which case one penalty may be imposed in respect of each *woman or* child so employed.

Only one penalty for same kind of offence on one day.

16. Where an act or omission would, if a person were under *nine* or twelve years of age, be an offence punishable under this Act, and such person is, in the opinion of the Court, apparently under such age, it shall lie on the accused to prove that such person is not under such age.

Burden of proof as to age.

A declaration in writing by a certifying surgeon that he has personally examined a person employed in a factory, and believes him to be under or over the age set forth in such declaration, shall, for the purposes of this Act, be admissible as evidence of the age of that person.

Certifying surgeon's declaration in writing.

17. Every occupier of a factory shall be deemed primarily liable for any breach therein of the provisions of this Act; but he may discharge himself from such liability by proof to the satisfaction of the local Inspector, before prosecution therefore, that such breach was committed by some other person without his knowledge or consent; and the person committing such breach shall be liable therefore.

Occupier primarily liable for breaches of Act.

Miscellaneous.

18. The local Government may, from time to time, make rules consistent with this Act to provide for—

Power to make rules.

(*a*) the fencing of machinery and mill-gearing in factories;

(*b*) *the water-supply to be maintained for the use of persons employed in factories;*

(*c*) *the ventilation of factories and their cleanliness (including lime-washing, painting, varnishing and washing) and freedom from effluvia arising from any drain, privy or other nuisance;*

(*d*) *the prevention of such overcrowding of factories, while work is carried on therein as is likely to be injurious to the health of the person employed therein;*

(*e*) *the obligation of occupiers of factories to furnish true returns, occasional or periodical, on and in accordance with the requisition of the local Inspector or the Local Government;*

(*f*) *the inspection of factories;*

(*g*) *the manner in which appeals under this Act are to be presented and heard*; *and*

(*h*) *otherwise carrying out the purposes of this Act.*

Such rules shall be published in the official Gazette, and shall thereupon have the force of law.

Before making rules under clause (b), clause (c) or clause (d) of this section, the Local Government shall publish, in such manner as may in its opinion be sufficient for giving information to persons interested, a draft of the proposed rules, with a notice specifying a date at or after which the draft will be taken into consideration, and shall consider any objection or suggestion which may be received from any person with respect to the draft before the date so specified.

19. This Act shall apply to factories belonging to the Crown: provided that, in case of any public emergency, the Governor General in Council or the Local Government may, by an order in writing, exempt any such factory from this Act to such extent and during such period as the Governor General in Council or the Local Government, as the case may be, thinks fit.

Crown Factories.

S. HARVEY JAMES,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *5th March* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, in response to the request conveyed in your letter No. 692 of the 11th ultimo, to submit, for the information of Government, the opinion of the Chamber upon the provisions of the Draft Bill to amend the Indian Factories' Act of 1881.

2. The Bill having been considered section by section, the Committee of the Chamber desire to say that they entirely approve of the amendment which brings within the scope of the Act any factory in which no fewer than twenty hands are employed, and they also approve, generally, of the purport of the provisions for raising the limit of age for children from seven to nine years; for limiting the hours of work for women to eleven hours in the day; and for arranging that women and children shall have a certain allowance of holidays during each and every month. They would, however, take exception to the mode in which some of the suggested changes are to be brought about.

3. With reference to Section 2 of the amending Act, for instance, while the Committee of the Chamber agree in the proposal that no children shall in future be engaged to work in factories under nine years of age, they consider that children under that age, who have already been six months or upwards at work in a factory, should be allowed to continue in the employment. The object of this suggestion is that children who have already served six months and have thereby overcome the drudgery of learning the work, and having attained a certain amount of proficiency, should not be allowed to lose this time by being compelled to throw up their employment until after they had passed the age of nine. The number of children which this exception would cover could not possibly be very large, and it is also apparent that at the outside they would entirely disappear from the paysheet within one year and a half of the passing of the Act.

4. To the mode of fixing holidays for women and children, as provided for in section 5, amending section 8 of the present Act, the Committee are also desirous of

taking exception. They consider it would be almost impracticable for employers or agents of factories to fix before the beginning of each month the exact days upon which children, and more especially women, would desire to be allowed holidays during the month. It is well known that women require a certain number of holidays in the month for special reasons, and that it suits them to regulate the holidays which they take during the month according to their personal requirements. These requirements it would be absolutely impossible for employers to ascertain, and the Committee therefore recommend that instead of the clause now suggested, an amendment should be inserted to the effect that

> "No woman or child shall be employed in a mill more than 27 days in a month of 31 days; more than 26 days in a month of 30 days; more than 25 days in a month of 29 days, or more than 24 days in a month of 28 days."

This would effectually provide for women and children receiving the full number of holidays in each month which Government, and indeed the public, are desirous they should enjoy, and employers would not be called upon to fix holidays which, after even exercising the utmost care, might prove unsuitable and unnecessary.

5. With respect to the question of holidays, the Committee would go even further than the proposed enactment, inasmuch as they would recommend that the engines of all factories, coming within the scope of the Act, should be stopped for one day in seven throughout the year. If that amendment were accepted by Government, it would then be unnecessary to provide separately for holidays to women and children; and the Committee of the Chamber have not the slightest doubt that the change would effect a decided improvement in the health, condition and working powers of the work-people.

6. As between merely stopping the engines and the entire closing of a factory, there is a material difference which the Committee of the Chamber are desirous should not be overlooked. In the former case the cleaning of machinery could still be attended to, work which in a general way only occupies two or three hours in a morning and is always done at present during stoppages. The

absolute closing of factories on one day a week might otherwise entail a certain amount of loss on owners to which serious objection would probably be taken.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

MANCHESTER CHAMBER OF COMMERCE, *6th June* 1890.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—The question of Factory Legislation in India has for some time past occupied public attention in this district, and interest in it has recently been revived by the resolutions adopted at the recent International Labour Conference held at Berlin. The matter has also come up for the consideration of the Board of Directors of this Chamber.

The Board is desirous of having the views of your Chamber upon this subject, and I am instructed to ask you to be so good as to favour the Directors with copies of any resolutions which may have been adopted, and to state especially how far legislative restriction of the labour of women and children in Indian factories is in the opinion of your Chamber desirable and practicable.—Yours, &c.,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 6th instant.

With reference to your request to be furnished with the opinion of this Chamber regarding factory legislation in India, I am directed to wait upon you with a copy of a report made to Government by my Committee on the provisions of the Factories Act Amendment Bill now before the Legislature, as also the report of the Bombay Mill-owners' Association on the same measure. These documents very fully express the views held in Bombay regarding the question of Factory Legislation. The enclosed report of a meeting of the Millowners' Association regarding the Sunday holiday may also prove of interest.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 3239 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 14*th August* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—The Government of India propose to appoint a small Commission consisting mainly of natives of India, with, if possible, an intelligent operative among its members, to visit some few of the centres of factory labour in India to ascertain the views of the work-people on the question of the hours of labour for women and children and on the question of holidays, and to submit a report upon the matter for the information of the Government of India.

2. The Governor in Council has been asked to nominate two persons to serve on this Commission, of whom one should be a native gentleman of position, and the other, if possible, a representative of the operatives, or if practicable an operative himself. These two gentlemen will not be required to leave Bombay: they will be invited to serve on the Commission as local members for so long as it is engaged in the Bombay Presidency. The Governor in Council has also been invited to suggest the names of one or more European gentlemen from whom the Government of India might make a selection to join the Commission either generally or as local members. The Commission would be appointed, make its enquiries and submit its report by the end of October 1890.

3. I am to request that the Chamber of Commerce will be good enough to favour Government with the names of two native gentlemen and two European gentlemen whom it would suggest for appointment to the Commission and who would be willing to serve on it. It is desirable that, if possible, the operative member or the member who might be regarded as a representative of the operatives should be acquainted with English.

4. A very early reply is solicited.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 29*th August* 1890.

The CHIEF SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In response to your letter No. 3239 of the 14th instant, I am directed by the Committee of the Chamber to inform you that they nominate Mr. L. R. W. Forrest, Chairman of the Chamber, and Mr. George Cotton, of Messrs. Greaves, Cotton & Co., as European members of the Factory Commission decided upon by the Government of India. They also submit the name of the Hon'ble Mr. Nowrosjee N. Wadia, C.I.E., for appointment as a

native member of the Commission, and I am directed to say that they consider this gentleman also qualified to act as a representative of the operatives on the Commission. They know of no native operative who, from his general intelligence and knowledge of the English language, would be qualified to serve as a member of the Commission.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3965 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *2nd October* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of Government Resolution No. 3964 of this day's date, regarding the appointment by the Government of India of a Commission to enquire into and report on certain points connected with the working of the Indian Factories Act, 1881.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 3964.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *2nd October* 1890.

RESOLUTION of the GOVERNMENT of INDIA in the Home Department, No. 10 Judicial.—1384-1394, dated 25th September 1890:—

"Read—

The Bill to amend the Indian Factories Act, 1881.

RESOLUTION.

"In the draft Bill to amend the Indian Factories Act of 1881, which was introduced into the Legislative Council of the Governor General on 31st January last, provision is made for limiting the hours of work for woman to eleven in any one day, and for securing to women and children four holidays in the course of each month. The Bill as introduced into the Council contains no provision fixing the hours of labour or providing for holidays for adult males employed in factories, and leaves Section 7 of the existing Act, which fixes the hours of employment for children at not more than nine in each day, as it stands.

"2. The Governor General in Council proposes to proceed with the consideration of the Bill during the approching session of the Legislative Council at Calcutta, but before doing so he is desirous, if possible, of ascertaining, by means or an inquiry conducted in the centres of

factory labour, the views and requirements of the Indian operatives themselves as to the restrictions to be imposed upon their labour in factories.

"3. His Excellency in Council has therefore determined to appoint a Commission for the purpose of conducting an inquiry into the points specified in the succeeding paragraph among the operatives who are employed in the mills in the Bombay Presidency and the Provinces of Bengal and the North-Western Provinces and Oudh. The names of the gentlemen who have been selected as Commissioners by the Governor General in Council are—

Surgeon-Major A. S. Lethbridge, C.S.I., Inspector General of Jails, Bengal, President.
Raja Piyare Mohan Mukharji, C.I.E.,
Mr. Sorabji Shapurji Bengali, C.I.E., and
Mir Muhammad Husain, Assistant Director of Land Records and Agriculture, North-Western Provinces and Oudh.

"These Commissioners will be assisted in their inquiry in each Province by a selected representative of the mill hands of that Province, and for this purpose the Governor General in Council has selected the following gentlemen :—

For the Bombay Presidency.—Mr. Narayan Meghaji Lokhanday, President of the Bombay Mill Hands Association.

For Bengal.—Babu Rasik Lal Ghose.

For the North-Western Provinces and Oudh.—Mr. Framji Manakji, Foreman of the Cawnpore Woollen Mills.

"These three gentlemen will participate in the inquiry only so far as it relates to the particular Province with which they are identified, and they will not be expected to take part in the preparation of or to sign the general report.

"4. The points upon which the Government of India desires the Commissioners to report are—

(1.) Is the limitation of the hours of work for women to eleven in any one day proper and sufficient in view of the conditions under which factory labour is performed in India, and do the female operatives desire that the day's work should be limited to this amount, and, if not, to what amount?

(2.) Should the law draw a distinction between young persons and adults, and, if so, the age of a child being fixed at from 9 to 12, what should be the definition of a young person, and what should be the hours of employment of this class?

(3.) Is the limitation of the hours of work for children to nine in any one day proper and sufficient in view of the nature of the work on which children are employed in Indian factories and the conditions under which they have to perform that work?

(4.) Does Clause 5 of the Bill now before the Legislative Council sufficiently provide for holidays for women and children, and is any provision required prescribing an allowance of holidays for adult male operatives?

(5.) Do the male operatives desire that a general working day, and, if so, of what length, should be fixed by law except in cases in which men work in shifts or sets, and, if this change is not desired by the operatives themselves, do the conditions under which they work demand that it should be adopted ?

(6.) Do the male operatives desire that there should be a compulsory stoppage of work at a fixed time of the day, and, if so, of what length, and should there be an exception in the case of men who work by shifts or sets ? If the change is not desired by the operatives themselves, do the conditions under which they work demand that there should be a compulsory stoppage of labour, and, if so, in what manner should it be provided for ?

"5. It is important that the report of the Commissioners should be placed in the hands of the Government of India by the middle of November at the latest, and the Governor General in Council considers that the best way for the Commissioners to ensure the punctual submission of their report will be to begin their inquiry in the Bombay Presidency, to continue it in the North-Western Provinces and Oudh, and to conclude it at Calcutta, where the Commissioners can all meet for the preparation of the report, and the report can readily be printed at the Government Press. His Excellency in Council therefore trusts that the different members of the Commission will arrange to commence the inquiry at one of the mills in the Bombay Presidency by the beginning of October next.

"6. Orders will subsequently issue as to the payment of the expenses of non-official Members of the Commission."

RESOLUTION.—Copies of this Resolution should be forwarded to the Inspector of Factories, Bombay, and the Collectors of those Districts in this Presidency in which there are factories, for information.

2. Copies should also be forwarded to the Chamber of Commerce and the Millowners' Association, Bombay.

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 1700.

CALCUTTA, 27*th November* 1890.

From C. J. LYALL, Esq., C.I.E., Officiating Secretary to the Government of India, to the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward herewith 5 copies of the Report of the Commissioners appointed by the Resolution of the Government of India in this Department, No. $\frac{10 \text{ Judicial}}{1384\text{-}1394}$, dated the 25th September 1890, to ascertain the views of factory operatives on certain points with reference to the Bill to amend the Indian Factories Act, 1881, now before the Legislative Council of the Governor General, and to request that the Government of India may be favoured at an early date with any observations which the Chamber and connected Associations may have to make upon the Report and its recommendations.

As it is desired to proceed with the Bill in the Legislative Council during the present session at Calcutta, I am to express the hope of the Governor General in Council that your reply may reach this office not later than the 27th December next.—I have, &c.,

C. J. LYALL,
Officiating Secretary to the Government of India.

REPORT OF THE COMMISSION.

CALCUTTA, 12*th November* 1890.

To C. J. LYALL, Esq., C.I.E., Secretary to the Government of India, Home Department.

SIR,—In accordance with the instructions contained in Resolution No. $\frac{10 \text{ Judl.}}{1384-1391}$, dated Simla, 25th September 1890, a copy of which is given in the preceding pages, we, the undersigned Commissioners appointed by His Excellency the Governor General in Council, having completed our enquiry, beg to report as follows.

2. The Commission began its work in Bombay on the 4th October, and has since visited Ahmedabad, Cawnpore, and Calcutta. It has held 28 Meetings, visited 34 factories, and examined 96 operatives. In the following pages will be found the Proceedings of each Meeting and the evidence in detail of each witness examined at those Meetings. In the Appendix we give a list of the factories visited. From this list it will be seen that we have endeavoured to obtain our information from as many different kinds of factories as possible. We desire to offer our thanks to the owners and managers of the factories visited for the great and cordial assistance we have received from them in our enquiry.

3. The Proceedings show the system we have adopted in selecting and examining those operatives who have given evidence before us. The first 12 witnesses were produced by Mr. Narayen Meghaji Lokhanday, the Chairman of the Bombay Mill-hands' Association. The next 5 witnesses were brought before us by Mr. Sadasheo P. Kelkar, a missionary of the Prarthana Samaj, who takes an interest in the welfare of the Bombay operatives. The first 7 witnesses examined in Calcutta were selected by Baboo Russick Lal Ghose, the representative for Bengal. Mr. Framji Manokji, the representative for the North-West Provinces, selected the first 3 witnesses examined on the 24th October at Cawnpore. The remaining 69 witnesses were selected by ourselves on our visits to the different factories from among the workmen actually employed at the time of our visit. Each witness was examined on the spot in his own language, and the answers recorded in detail by the President himself. Referring to the Resolution at our first meeting regarding the amount of publicity which should be given to our Proceedings, we are glad that Government approved of our suggestion to exclude the public while the operatives were being examined. Our subsequent experience has proved that this was a necessary precaution. Operatives who had been answering our questions freely while alone, were in many instances reduced to silence or

to evasive replies by the accidental presence of their employers. On the other hand, the public have had free access to the evidence recorded, and the newspapers have been able to publish in detail all the answers given by each operative. We are satisfied that, as regards the large majority of the operatives examined, the evidence recorded is the *bonâ fide* opinion of the operatives themselves, and that, with the precautions taken, it was impossible that they could in any way have been influenced or tutored by others.

4. Sets of questions suitable for men, women, and children, were drawn up with the advice of the representatives especially appointed to assist us. Those of the public who are interested in factory legislation were also invited by notices in the newspapers to favour the Commission with any suggestions they may wish to make. As a result, the questions given at page 19 were adopted for our enquiry. It requires a special knowledge of this subject and its literature fully to appreciate the significance of some of the questions which at first sight do not appear relevant. There are other questions which have obviously no reference to the special points on which we have been called upon to report. But as the representatives of the mill-hands on our Commission urgently desired that these questions should be asked, we considered it advisable not to place any restrictions on their wishes in this respect, so long as such action did not interfere with the proper discharge of the duty which His Excellency in Council has imposed upon us.

5. Taking into consideration the class of the witnesses examined, their general ignorance, and, in many cases, unintentional want of accuracy, together with the fact that most of them were unaware of the questions that were to be asked and had not given them any previous thought, we are of opinion that it would serve no useful purpose to make an elaborate analysis of the evidence here recorded, or to refer to the statement of any one witness or set of witnesses to establish any particular point under consideration. We would rather in this report give the general conclusions at which we have arrived from the examination of the witnesses, from a study of the answers which have been recorded, and from what we have personally observed in our visits to the factories.

6. We hope to be as brief as possible in our consideration of the points which have been referred to us for enquiry. While our main object will be to furnish direct answers to the questions which have been asked in the Resolution, and to give briefly our reasons for those answers, we desire, with the permission of His Excellency in Council, to add at the end of our report a few suggestions which bear upon subjects so intimately connected with the well-being of Indian operatives, that it would, in our opinion, be a mistake not to take advantage of this opportunity to bring them prominently to the favourable notice of their employers.

7. LIMITATION OF HOURS OF WORK FOR WOMEN.—To the question—"Is the limitation of the hours of work for women to eleven in any one day proper and sufficient in view of the conditions under which factory labour is performed in India?"—we would answer that it is proper and sufficient. Our enquiry has shown that female labour is only utilised to any appreciable extent in factories working with jute,

cotton, and wool. In regard to the jute industry we find that a larger proportion of women is employed with moving machinery than in either of the other two industries. We also find that they only work in shifts, and that the total number of hours of work in their case is usually 9 and never exceeds 10. In regard to the cotton industry we may say, roughly speaking, that about 80 per cent. of the female operatives are employed on hand-reeling, which is in no way connected with the machinery worked by motive power. In regard to these operatives, we give it as our opinion that they, as a rule, work less than 11 hours, and that they as piece-workers can and do take such intervals of rest during working hours as they like for necessary purposes. With regard to the remaining 20 per cent. of the female operatives who work with moving machinery in the cotton industry, we find that with hardly any exception they are in Bombay employed as winders, while in Ahmedabad, Cawnpore, and Calcutta they are employed in all departments, except weaving. Leaving the Calcutta cotton operatives out of the question, because they work in shifts, and for only 9 or 10 hours, we pass on to consider this question in its relation to women who work in the other provinces.

8. RESULT OF THE LIMITATION OF HOURS OF WORK IN THE CASE OF CERTAIN FEMALE OPERATIVES.—If the hours of labour are limited to 11 for women working with moving machinery, we are convinced that, without any exception, these operatives will be replaced by male adult operatives or half-time children. The law, supposed to be passed for their benefit, will inflict serious permanent injury on these skilled mill-hands and deprive them of the chance of earning a living in these factories. Our reasons for arriving at this conclusion may be stated as follows:—

(1) Since the mills work from daylight to dusk, it has in practice been found impossible, except where the shift system is adopted, to employ operatives who cannot work all the time the machinery is moving. As an example, we may draw attention to what has been the result of the provision of 9 hours' work for children in Act XV. of 1881. All children under 12 have been dispensed with; or the law is evaded, and children under 12 are, to their great injury, employed as full-timers,—working 12 hours or more. In Ahmedabad it has been found possible to employ a few underage children as half-timers, and so comply with the law. But there are no children working for 9 hours, except under the shift-system.

(2) The difference in the wages between male and female operatives is, in most places, so small that the mill-owner will not hesitate to substitute male adult labour, on which no restrictions are laid, for female labour which could, under the proposed amendment of the law, be worked only for 11 hours. Our enquiry has further shown that there will be no difficulty whatever in getting as many men as may be required. We know that arrangements have already been made at Ahmedabad to take action in this direction as soon as the new law has been passed.

9. PROPOSED EXCEPTION TO THE LIMIT OF 11 HOURS' WORK FOR WOMEN.—Knowing the serious effect the proposed legislation would have on these women, we took the trouble to examine carefully into the details of this question at Ahmedabad, where the largest proportion of these operatives is employed in the spinning department. We found, in the first place, that whereas in Bombay one male operative could attend a roving, intermediate, or slubbing machine, in Ahmedabad each machine had a woman and a boy or man to look after it. The work was not therefore so continuous as in Bombay, and certainly not as hard as it is for females in England. With two operatives working on one machine, it is nearly always possible for each of them to frequent spells of rest. To tell a thousand poor women that they cannot be allowed to work in this manner for 12, 13, or even 14 hours, and that they must in consequence give up their work, will, we feel sure, not commend itself to the judgment of the public. Since, for other reasons, it is in our opinion absolutely necessary to legislate in this matter for the protection of women, we consider that women who are now working with moving machinery should, if they desire it, be individually exempted from the proposed restriction; or that the proposed Act should authorize Local Governments, after good and sufficient enquiry, to exempt certain female operatives from the provisions of the section requiring a limit of 11 hours of work. It might also be provided that the Local Government shall have power to cancel such exemption at any time. We are supported in our recommendation that some exception should be made in regard to these cases, by the report of the discussion which took place at the Berlin International Conference on this subject, and which resulted in Rule 3 of the Regulations concerning female labour being adopted. The rule and the exception, as they were adopted, run as follows:—(2) "That their actual work should not exceed 11 hours a day, and that it should be broken by rests of a total duration of one and a half hours at least. (3) That exception be allowed for certain industries." In moving the adoption of this exception, the Italian Delegate at the Conference remarked: "Consequently, if the restrictions proposed for limiting the employment of women in different industries are too absolute, a result will be reached entirely opposed to that which is desired, and, instead of bettering the condition of numerous classes, a very serious sacrifice will be imposed on them." This exception was finally carried at the Berlin Conference by a majority of 13 votes against Switzerland, Portugal abstaining. With this practically unanimous opinion of Europe before it, the Government of India, in legislating for the first time for the protection of women, would in our opinion be justified in not making the proposed restriction too absolute. We regret that our Colleague, Mr. Bengallee, who was not present at the Ahmedabad Meetings when this subject was enquired into, does not agree with us in this conclusion. His views on the subject will be found in a separate Minute.

10. THE OPINIONS EXPRESSED BY FEMALE OPERATIVES ON THE QUESTION.—To the question—"Do the female operatives desire that the day's work should be limited to this amount, and if not, to what amount?"—we would answer that we have not found any desire on the part of female operatives to have their present hours of work shortened. On the contrary, they have often expressed themselves

strongly against any interference which will subject them to the risk of being turned out and deprived of the means of earning their livelihood. In Ahmedabad and Cawnpore, where the wages of all labourers as well as factory operatives are low, many of the very poorest classes of women will be in danger of starvation if measures are not taken to protect them from the operation of a law which limits their hours of work.

11. DISTINCTION BETWEEN YOUNG PERSONS AND ADULTS.—To the question—"Should the law draw a distinction between young persons and adults, and, if so, the age of a young child being fixed at from 9 to 12, what should be the definition of a young person, and what should be the hours of employment of this class?" we would reply that if the maximum age of a child is fixed at 12 years, some protection should be extended to young persons between the ages of 12 and 14. If, however, young persons are recognized as a separate class of protected persons, and their hours limited to, say, ten, this class will, as far as the factories which do not work on the shift-system are concerned, cease to exist, just as children under 12 disappeared on the passing of the Factory Act of 1881 from some of these factories, and 9-hour workers have ceased to exist in others. What will happen will be that children and young persons of 11, 12, and 13 years of age will either be passed as over 14 and worked as adults, or the 10 hours of work for young persons will, on some pretext or another, be extended to the full time for which the machine is running. It has, we think, been proved to demonstration that no person will be entertained in the Bombay, Ahmedabad, or Cawnpore factories in which motive power is used, whose hours of labour are restricted by law to any period between full-time and half-time work. With this undoubted fact before us, we have to consider whether it would not be safer to class the young person as a child, and let him work the hours we propose, in answer to the next question, than to let him run the risk of being worked full time with the adult male operatives. Having given the subject our anxious consideration, we prefer to recommend that there should in this country be no separate class recognized by law as young persons, and that this difficulty should be met by raising the maximum age of children to 14. Our reasons for arriving at this conclusion may be stated as follows:—

(1) We have satisfied ourselves that 12, the present maximum limit of age for children, is too low, it being impossible to guess with accuracy the age of any child who may be over 10 and under 13. The result of the present law has been that hundreds of children between the ages of 9 and 12 are now daily employed in India as full-timers, doing 12, 13, and 14 hours' work, to the great detriment of their health. We may add that the only test now applied to ascertain a child's age is the counting of his teeth. From what we have seen of the application of this test and the results that have followed it, we unhesitatingly say that, as a practical test, it has been proved to be a failure.

(2) If the limit of age is fixed at 14 for boys and girls, the extreme danger of having very young children doing full-time work will be avoided, and a medical officer will be able with very fair accuracy to decide whether a boy or

a girl is 14 or not. The signs of approaching adolescence and puberty in boys and girls of this country at and after the age of 14 are too obvious to be overlooked by any professional adviser.

(3) The Bombay Factory Commission of 1884, in which the mill-owning interests were fully represented, recommended that the age should be raised to 14.

(4) The medical committee of five experinced medical officers of Bombay, especially appointed in connection with Factory Commission of 1884, also recommended that the age should be raised to 14.

(5) The Bombay Government, in reviewing the report of the Commission of 1884, approved of these recommendations.

(6) We have said that in our opinion it is not necessary to place any person over 14 under restrictions as to the hours of labour. Our reasons for this opinion are derived from our intimate knowledge of the Indian operatives, their social customs, and their pecuniary requirements. Unlike young persons in Europe, Indian boys and girls of 14 are, in the majority of instances, either married or about to be married, and begin to assume the responsibilities of family-life. Then again, a tropical climate and the diseases common to it often age the parents so rapidly, and throw them out of work, that a son or daughter, aged 15 or 16, is frequently found to be the mainstay of the family ; and lastly, the influences, customs, and requirements of what is known as the joint-family system often oblige young persons to become bread-winners at an early age. If the hours of work for young persons are restricted, we have shown that they will be either deprived altogether of their means of livelihood, or compelled to work as half-timers earning half-pay. We cannot imagine that either of these results can be desired by any one who has the welfare of the Indian operative at heart. In our opinion boys and girls of 14 are physically well able to do full-time work of the kind required of them in factories. No comparison of any value can be made between young persons of similar ages in England and in India, nor can the work done by them in the two countries be compared, because it is allowed by experts, and has been proved conclusively in the evidence taken by the Commission of 1884, that the work done by the mill-hands in England is more severe than that done in India.

12. LIMITATION OF THE HOURS OF WORK FOR CHILDREN.—In reply to the question—"Is the limitation of the hours of work for children to nine in any one day proper and sufficient in view of the nature of the work on which children are employed in Indian factories, and the conditions under which they have to perform that work?"—we would answer that, in the first place, nine hours' work, except under the shift-system, is too long for Indian children, and in the next place that, except where the shift-system prevails, it has never been given a trial since the law was passed. Nor is it a suitable limit to fix, except when the children work in shifts. In support of our first contension,

we would quote the conclusion arrived at by the representatives of the Powers of Europe at Berlin, where it was decided that the actual work of children below 14 should not exceed six hours a day. In case, however, it might be said that the conditions in Europe and India are so different that the Berlin Conference conclusion cannot be accepted as final for Indian factories, we give the opinions of a few Indian experts on this subject :

(1) Mr. J. Jones, speaking as an Inspector of Factories for 13½ years in England and one year in the same position in India, says :—" There is, in my opinion, only one way out of the difficulty, and that is by employing two sets of children," *i.e.*, for six hours each (*vide* page 37 of the Commission Report, 1884).

(2) Mr. K. N. Seervai, Acting Inspector of Factories for the City of Bombay, says :—" I should propose to employ two sets of children, one from morning to noon, and the second from noon till evening " (*vide* page 44 of the same Report).

(3) Mr. S. Parkington, Weaving Master, approves of working children as half-timers (see page 91 of the same Report).

(4) Mr. Bechardas Ambaidas, C.S.I., Mill Proprietor, says :—" I think nine hours too long. In my own mill I have two separate batches."

(5) Mr. Runchorelal Chotalal, C.I.E., the founder of the Cotton Industry in Ahmedabad, and a large mill proprietor, informed our President that half-time work was the only solution of this question.

(6) Mr. Whittaker, Manager of Jeoraj Baloo Mill of Bombay, volunteered to the Commission the information that he was of opinion children should only be worked six hours.

Our second contention is that, except where the shift-system is in force, that is to say, in Bengal, the limit of time fixed—nine hours—has been found unsuitable and impracticable by mill-owners, and they have simply been unable to adopt this limit under any circumstances. In proof of this statement we can refer to all the answers on this subject before the Factory Commission of 1884, and to the fact that there is not now a single factory that we are aware of in Bombay, Ahmedabad, and Cawnpore, which has made any serious attempt to employ children for nine hours.

13. OUTSIDE THE SHIFT-SYSTEM, HALF-TIME WORK THE ONLY SOLUTION.—In the Calcutta jute mills, where the children, as a rule, work nine hours in shifts and for only four days in the week, we cannot say that they are in any way overworked by doing only 36 hours' work in the week. We would go further than this, and say that the nine-hour shift system, even if it entailed 54 hours' work a week, would not be too severe for children. Any change in this system in Calcutta will undoubtedly lead to a reduction of the wages earned by children ; and these wages, it should be remembered, are already very seriously affected by the Jute Mill Association rules under which mills work only four days in the week. It is a fact, however, that none of the experts of Bombay, Ahmedabad, and Cawnpore have ever proposed to adopt this system in the mills working in those cities. At Ahmedabad we found that an attempt had been made to work children as half-timers. This attempt would have been more successful if it

had not been for the regulations drawn up by the Bombay Government under section 7 of the Act, which required that children should not be worked more than 4½ hours without an interval of rest. To comply with this regulation, the mill-owners devised the present system of working the children eight hours on one day and four hours on the next, thus giving them an average of six hours a day. We give it as our deliberate opinion that in those mills which do not work on the Bengal shift-system, the half-time system will be found the only solution of all the difficulties which surround this question. The authorities above quoted are of this opinion. In fixing the hours of work for children, the greatest care must be taken to see that nothing is done which will make it impossible for the factory-owners in this country to make full use of the labour of children. Having this point prominently in view, we suggest that since it is the rule for nearly all Indian factories to work from daylight to dusk, that is, taking the extreme limits in summer of 5 A.M. to 7 P.M., or 14 hours with half an hour's interval, the extreme half-time work of a child must be fixed at 6¾ hours. As a rule, however, it will not on the average exceed six hours. We shall avoid all chance of causing inconvenience if we recommend seven hours as the extreme limit within which children should be employed. If the proviso that no child shall be allowed to work by artificial light is adopted, and the rule requiring a compulsory stoppage of work at midday is added, it will make it impossible for factories to employ a child in any one day for more than 6¾ hours, or all the year round for an average of about six hours.

14. INTERVAL OF REST FOR CHILDREN.—The present law, which places the limit of nine hours' work for children, requires an hour's interval for rest. Our unanimous and well-considered opinion is that, if children are worked as half-timers in the manner above recommended, no fixed interval of rest for them should be required by law. Our reasons for this opinion may be stated as follows:—

(1) To give an interval of rest to children while the machinery is moving, and while the other operatives are at work, would be so great an inconvenience to mill-owners, that they would certainly try to dispense with children, or the law would be evaded. We have already said that all efforts should be directed to finding employment for children and making it convenient for mills to employ them.

(2) Our inquiry has proved beyond all doubt that it is the practice for Indian operatives of all classes to go out of the factory at odd times for smoking, drinking water, and other purposes, and to stay away from 5 to 15 minutes. This casual taking of intervals of rest is facilitated in India by having more hands than are employed in Europe; and a reference to the answers furnished to question 29 will show that the nearest workman, or "Joriwalah" as he is called, is always ready to carry on the absentee's duties. Given these opportunities of relaxation, and given the nature of the work children are employed on in Indian factories, we think that an interval of rest within the six hours of work is unnecessary.

15. OBJECTIONS RAISED TO HALF-TIME WORK FOR CHILDREN.—In the evidence taken before the Commission of 1884, many witnesses gave it as their opinion that if children were employed as half-timers, there would be some danger of the same child working in the forenoon in one factory and in the afternoon in another. In our opinion this danger has been exaggerated. If a half-time law for children was passed, and the guardian as well as the employer was made responsible for seeing that it was not broken, we are confident that for every hundred cases in which the law is now evaded, there would not be more than one case of a child found working in two factories on the same day. In this connection we should remember the opinion expressed by the Commission of 1884 :—"We may, however, conscientiously say that we fear many children are worked full-time." We also notice that much stress has been laid on the fact that there being no compulsory education in this country, children employed as half-timers would run wild and get into bad company. To this argument we reply that there is little doubt that when the scheme of half-time work is adopted, Local Governments will, with the help of mill-owners, devise some means for educating the children and keeping them under control in schools. Supposing that no steps were taken in this direction, which is most improbable, we would say, let the children do what millions of unemployed children do in this country, what the half-timers of Ahmedabad do apparently without any injury—amuse themselves as they please. We think that public opinion would be in favour of this alternative, and would be opposed to the employment of children of tender years, on any *fictitious* grounds, in factories for 12 for 13 hours a day, as they are liable to be now. We would here like to say that if our recommendations are approved, the convenience of mill-owners in regard to the introduction of changes in the organization of their labour in factories must be consulted, and the law brought into force after sufficient time has been allowed for reorganization.

16. HOLIDAYS FOR WOMEN AND CHILDREN.—To the enquiry contained in the first part of the 4th question—"Does clause 5 of the Bill, now before the Legislative Council, sufficiently provide for holidays for women and children ?"—we would reply that this clause does not, in our opinion, provide what is really wanted, namely—one day's rest in seven. Under the proposed clause, women and children would get 48 holidays in the year. We recommend that the proposed law should fix one day's rest out of seven days, or 52 holidays in the year. This is practically what is now given voluntarily in most of the factories outside the Bombay Presidency.

17. HOLIDAYS FOR ADULT MALE OPERATIVES.—To the second part of the 4th question—"And is any provision required prescribing an allowance of holidays for adult male operatives ?"—we would answer that, subject to the exceptions recommended in para. 18 of our report, provision should be made in the Act for securing to male adult operatives the same holidays as have been recommended above for women and children. Our reasons for making this recommendation are—

(1) that, if there is one point on which Indian operatives are practically unanimous, it is in demanding that this concession shall be granted to them ;

(2) that it is a fact that a weekly holiday is now given in a

large proportion of the factories in India, while the remaining factories give at least two holidays in the month ;

(3) that the Factory Commission of 1875 made a modified recommendation to this effect, and two members of the Commission of 1884 wrote a separate note advocating the weekly holiday, and showing that if there was unanimity or nearly so on any one point in that enquiry, it was that one day's rest in seven should be allowed to all mill-hands, male and female ;

(4) that the Committee of medical experts appointed by the Government of Bombay to enquire into the health and condition of the mill operatives in the City of Bombay, reported "that further, in the interest of the general health of the operatives, it should be compulsory to allow certain periods of rest in the day and a certain fixed number of holidays (say four) per month."

(5) In conclusion, we may say that the mill-owners of Bombay have offered through the Millowner's Association to accept the rule that there shall be a weekly holiday (*vide* copy of a letter given by Mr. Locanday in the Appendix).

18. EXCEPTIONS TO BE MADE FOR CERTAIN FACTORIES.—It will be necessary to provide for exceptions to any general law granting a day of rest in respect to work which, for technical reasons, necessitates continuous production, or which supplies the public with articles of necessity that must be made from day to day. Exceptions must also be made for work which by its nature cannot be carried on except at stated seasons or times dependent on the irregular action of natural forces.

19. THE DAY OF REST SHOULD BE SUNDAY.—If one day of rest in seven is granted, the operatives in all the Provinces visited by us desire that it shall be one fixed day in the week, that all the factories shall be closed on the same day, and that the law shall fix Sunday as the day of rest. We observe that in the Bill before the Legislative Council, no mention is made of Sunday, and we suppose that a reference to a Sunday holiday was omitted in consideration of the fact that the intentions of the British Government might be mistaken in appointing the Christian Sabbath as the day of rest. After a careful enquiry on this point from all the operatives we have examined, we have come to the conclusion that they ask that Sunday should be the day fixed for the holiday, because it is the most convenient day for meeting their friends who are employed in other mercantile establishments and Government offices, where a Sunday holiday has always been the rule. As a fact, the holidays now givin to them are given on Sundays. Speaking for ourselves as members of the principal religious communities of this country, we give it as our opinion that there is no possibility of the motives of the Government being misunderstood if it should choose to select Sunday as the lawful day of rest. There is no question here of preference on religious grounds. Ever since the British Government has been established in India, the people of this country have been accustomed to consider Sunday as the most convenient day of rest. No other day could now be selected which would not cause the greatest inconvenience to all concerned.

20. INDIAN FESTIVAL HOLIDAYS.—In regard to the Indian festivals, which are kept as holidays in factories, we recommend that the occupier of a factory should, if he desires it, be allowed by law to work his factory on the Sunday following a festival holiday. We do not think, however, that when two festival holidays are given in one week, the two following Sundays should be working days. There are, we believe, only two or three festivals in the year on which more than one day's holiday is given. In advocating, therefore, that the holidays in one week should only affect the Sunday following, we are not likely to cause any serious loss to the owners of factories.

21. SUNDAY A COMPLETE DAY OF REST.--During our enquiries we have found that in a large number of factories, especially those connected with the cotton industry, it is usual to require the operatives to attend the mill on holidays for the purpose of cleaning the machinery. The mill-hands are ordinarily employed on these occasions from early morning until 10 or 11 A.M., and this without any remuneration. This the operatives consider a hardship. There is no doubt that, although the work is light, the mere fact of having to attend at the factory takes away from them the enjoyment of the day of rest, and prevents the operative from spending his holiday in taking change of air and visiting his friends and relatives. If it is granted that one day of rest in seven is necessary, it should, in our opinion, be a complete holiday. To make it a complete holiday, legislation is necessary, as proprietors are not likely to act on general recommendations on this subject.

It is not for us to suggest when the cleaning of machinery, which is now done on Sundays, should be undertaken ; but we may mention that in those factories which now give a complete day of rest on Sundays, the machinery is stopped on Saturday afternoons for cleaning. In Bombay, where the mills will be chiefly affected by any legislation on the point, it is the practice to clean the machinery only twice a month. Supposing that it takes two or even three hours to clean machinery, the loss of time and work that would be entailed would be four to six hours in a month. It may be possible to make up this time during the month ; but if it is not possible to do this, it does not seem to us a loss so serious as to prejudice the passing of a measure which is of much great importance to the comfort and well-being of the mill hands. An exception will have to be made in regard to the employment of artificers who are on Sundays engaged in overhauling the machinery and undertaking repairs.

22. A GENERAL WORKING DAY FOR ADULT MALES NOT REQUIRED.—In regard to the question—"Do the male operatives desire that a general working day shall be fixed by law?"—we would reply that, taking the evidence obtained by us as a whole, the operatives desire that the present working day,—daylight to dusk—should be continued. Some intelligent mill-hands have, no doubt, expressed a wish to have fixed hours; but others—and these are the poorer operatives—object very decidedly to any alteration in the present arrangement which is likely to reduce their wages.

23. GENERAL WORKING DAY NOT DEMANDED NOR ADVISABLE.—To the enquiry—"If this change is not desired by the operatives themselves, do the conditions under which they work demand that it

should be adopted ?"—we give it as our opinion that there is nothing in the conditions under which Indian operatives work which calls for any legislative restrictions as to the hours an adult male may choose to work. Nor can we conceive any conditions which can ever call for State interference in this matter. The operatives of India are at present too ignorant to appreciate the full significanee of this step which threatens to deprive them of what has always been considered the inalienable right of every man to do what he may please with his time, and which has hitherto left him to be the best judge of what is necessary for his health and requirements. If the Indian operative is too ignorant to appreciate the great issues involved in this question, his English fellow-workman is not. The mill-hands who work in similar textile manufactures in England have declared in a very emphatic manner that they will have no interference in the hours they choose to work, and rather than submit to any restrictions on this subject will sever their connection with the other labour unions which are now advocating the eight hours' movement. Taking all these reasons into consideration, the Government would not, in our opinion, be justified in legislating in this matter.

24. BOMBAY MILL-HANDS' REQUEST FOR FIXED HOURS.—We should mention that we have discussed with the President of the Mill Hands' Association the request made in the petition of the mill-hands of Bombay (*vide* Appendix) that the mills should commence work at 6-30 and cease at sunset. We were informed that the main reason for this request was the hardship experienced by the operatives in not knowing when a factory was about to start work. The use of the steam whistle being prohibited by the Municipality, and there being no public clocks in the quarter of the town occupied by operatives, they are unable to tell the time, or to guess how long it is from daylight. In this uncertainty and to avoid being late, they often find themselves arriving at the mill long before it begins work. Those operatives who are too early may, we are informed, be found lying about the approaches to the mill sleeping. It was to avoid this serious disturbance of rest that the mill-hands and their advisers thought Government should legislate for a fixed hour of beginning work. We have already said that we have come to the conclusion that the operatives as a body are satisfied with the present hours of work —daylight to dusk— ; but in our opinion steps should be taken to find a solution for the difficulty above referred to, as it is doubtedly a serious evil that operatives who work such long hours should not enjoy every moment of sleep and rest that they can get. In the concluding part of our report we offer a suggestion for obviating this difficulty which we commend to the favourable notice of the Bombay Millowners' Association.

25. COMPULSORY STOPPAGE OF WORK FOR A MIDDAY RECESS.—The next point on which we were required to make an inquiry is stated in clause (6) as follows:—"Do the male operatives desire that there should be a compulsory stoppage of work at a fixed time of the day, and, if so, of what length, and should there be an exception in the case of men who work by shifts or sets ?" We answer this question in the affirmative, and say that the male operatives do desire legislation on this point, and that the majority would be content with a recess of half an hour if they could get a *full* half-hour.

The evidence taken by us shows that nearly every factory, which does not work by shifts or sets, stops its machinery for a certain time at about midday for periods varying from 15 minutes to one hour. Some factories give a whole hour's recess. Most of the Bombay mills profess to give half an hour in their rules; but in many cases, either from selfish motives or for the purpose of getting the operatives up to their work in time, the gong or whistle for recommencing work is sounded 10 or 15 minutes before the full half-hour has expired. The half hour's recess allowed by the rules thus becomes one of 15 or 20 minutes only. The operatives naturally feel aggrieved at this, and they ask in their petition (*vide* Appendix) that Government should interfere and fix a recess of half an hour by law. In our opinion the request is a reasonable one, which will not injuriously affect mill-owners. We, therefore, recommend that between the hours of 12 and 1 P.M. every factory not working on the shift system and not obliged for technical reasons, to work continuously, should be required to stop its machinery for full thirty minutes. It should further be provided that it shall not be lawful to recall the operatives to work by sounding a whistle or gong, or by any other means, before that period has actually expired, nor should the recess be allowed to be curtailed by any system entailing a delay in their passing in and out of the factory. While no interference in regard to mills working from daylight to dusk on the shift system would appear to be necessary, we find that many of these mills are adopting artificial light by which the work of the last shift, which should run from 12 to 6 P.M., is prolonged often up to 8 or 9 P.M. In these cases, as a fact, some interval is given; but it may be necessary, perhaps, once for all, to lay down that no operative shall work for seven hours continuously without a recess of half an hour. Such a general regulation ought to be sufficient to control those factories which may at any future time try to take advantage of their operatives in this matter.

26. FREQUENT INTERVALS OF REST USUALLY TAKEN BY OPERATIVES DURING WORKING HOURS.—Some remarks are necessary in regard to the latter portion of the last question—"If the change is not desired by the operatives themselves, do the conditions under which they work demand that there should be a compulsory stoppage of labour, and, if so, in what manner should it be provided for?" We have already stated that the operatives desire that there shall be compulsory stoppage. It may be worth while here to refer again to the opinion expressed by the Bombay Medical Committee, and given above in paragraph 17, where they recommend that it should be made compulsory to allow certain periods of rest during the day. Our enquiry has shown that beyond the half hour in the middle of the day no other compulsory time for rest is required, because the operatives in all the Provinces visited by us are, without exception, in the habit of going out at odd times for 5 or 10 minutes for all sorts of purposes. We have ourselves seen them engaged in drinking water, washing, smoking, and looking about. Mill-owners of most mill are liberal in regard to this point, and in many instances employ extra hands to relieve the workmen who want to go out on these occasions. In addition to this the "joriwalla," or fellow-worker, can always be relied upon to do his mate's work during these short spells of rest. In factories where, for technical reasons, the machinery cannot be stopped, it will

be the duty of the Local Inspector of Factories to see that each operative gets his half-hour's rest.

27. GENERAL SUGGESTIONS MADE FOR THE BENEFIT OF OPERATIVES.—It would be a matter for deep regret if, with such exceptional opportunities for learning the wishes and requirements of operatives, we concluded our labours without referring to those points which, although they cannot be considered subjects for legislation, are nevertheless of sufficient importance to the mill-hands, and therefore deserving the attention of Government and the sympathetic consideration of the employers of factory labour :

(1) Reference has been made in paragraph 24 of this report to the great inconvenience experienced by the operatives of Bombay in finding out the time at which they ought to start for their work. It is obviously impossible that the Bombay Municipality, in the interest of the public, can allow 50 or 60 factories to keep blowing their wistles at odd times between 4 and 6 A. M. On the other hand, to deprive the operatives of all chance of warning as to the time is a great hardship to 40 or 50,000 of the rate-payers of the Municipality. We would suggest that the Municipality should allow that kind of whistle which causes the least annoyance to be used once in the morning for each manufacturing centre in Bombay. The Mill-owners' Association might fix on the mill which would be the most convenient one for using this whistle for the whole neighbourhood. If a proper calendar showing the hours of daylight was used, and this warning whistle sounded half an hour or three-quarter of on hour, or even one hour, before the beginning of work, it would meet the necessities of the mill-hands and give them that what they greatly want now—the exact time at which the mill will begin work. The Municipality might, with such an arrangement, allow even a second whistle to be sounded five minutes before the mills commence work, but this does not appear so essential as the first warning.

(2) In their petition to Government, the mill-hands of Bombay have asked that they should be paid their monthly wages on the 15th of the month following that for which it is due. In our opinion, this is a moderate and just request. It still allows the employers to keep 15 days' pay in hand, while it saves the operative the ruinous interest he now has to pay to the money-lenders and grain-merchants. While the mill-owners save 5 or 6 per cent. per annum on this money, the operatives lose from 50 to 100 per cent. on the wages they have actually earned. It only required the mill-owners to observe a general rule on the subject to have this grievance removed.

(3) In the petition above referred to the mill-hands ask that operatives injured, either temporarily or permanently, by the machinery should be provided for. In regard to this subject we find that in most of the large factories it is the

practice to allow the injured man either the whole or half his pay during the time he is under treatment. In some factories the philanthropic owners have started a provident fund into which they credit all fines realized from the workmen and all salaries unpaid from any cause. From this fund operatives disabled by injury or disease are supported in comfortable circumstances. We commend this subject to the favourable consideration of employers.

(4) If our suggestion that children should be employed as half-timers is adopted, it will be found most important to provide some means of instruction during two or three of the spare hours that the children are off work. It is not for us to discuss here the advantages of elementary education, and general control and supervision of the rising generation of operatives. These are two obvious to require any advocacy from us: what we would say is, that Local Governments and Municipalities should meet mill-owners half-way and do, as is done in regard to children under other circumstances—contribute half the cost of teaching factory children. Supposing, for instance, that a mill employing 100 children spends Rs. 16 a month for two teachers, the Municipality or Government should double this subscription and provide two or more teachers. Looking at it from a pecuniary point of view, the expenditure is so trifling that we cannot doubt that schools would be started without delay in connection with all mills employing a large number of children. It was not to be expected that schools started under the present circumstances could be a success. For it is impossible that a tired and jaded child can work his brain to any useful purpose after his body has been thoroughly worn out with physical exertion.

(5) The operatives are unanimous in thinking that something ought to be done to provide them with medical advice and medicines at the factory. When a man is employed from dawn till dusk, he has no time to go to the charitable dispensary for medical aid. This is a matter of considerable importance in a tropical country, where people of all classes are liable to suffer from what at first are slight ailments due to climatic causes, but which, if they are not brought under early treatment and cured, pass on to fatal forms of disease. Happily, we find in most of the mills about Calcutta and in some in Bombay, Ahmedabad, and Cawnpore, that mill-owners have already provided for medical advice and treatment for their operatives. We desire to bring this subject to the consideration of those employers of factory labour who have not yet adopted a dispensary system. The cost is trifling, whereas the benefit to the health of the operatives, and therefore to their power of work, is very great. In this connection we ought to mention that we have been supplied by Dr. B. S. Shroff with a pamphlet advocating a scheme for the provident and medical relief of mill-hands in Bombay. We

commend this subject to the notice of mill-owners and to those interested in the welfare of the operatives.

28. LOCAL REPRESENTATIVES OF THE OPERATIVES.—We cannot conclude our report without thanking Messrs. Lokhandy, Framji, and Ghose, who were appointed to assist in our work, for the great help that we have received from them in our enquiry and for the trouble they have taken to find witnesses and obtain other information for us. We would especially mention here the services of Mr. Narayan Meghaji Lokhanday, the President of the Mill-hands' Association, who worked earnestly both in Bombay and Ahmedabad, and has always presented his views on the questions we have been considering with moderation and fairness. We would also mention the services of Mr. S. P. Kelkar, a missionary of the Parathana Samaj, who takes an interest in the welfare of the operatives of Bombay, and who took the trouble to bring witnesses before us and to place his experience of their wants and wishes at our disposal.

29. In conclusion, we hope we may be allowed to say that we have been profoundly impressed with the vast and far-reaching benefits which the people of India are derving from the development and prosperity of the great industries which we have seen on our tour through the country. It would, in our judgment, be a great calamity if by any injudicious recommendations or unnecessary restrictions the prosperity of those industries was endangered.—We have, &c.,

A. S. LETHBRIDGE, President.
PIYARI MOHAN MUKHARJI,
SORABJEE S. BENGALEE,
MUHAMMAD HUSAIN,
} Members.

Note by Mr. Sorabjee S. Bengallee.

CALCUTTA, 13*th November* 1890.

I sign the above Report subject to one reservation. I entirely disagree with the recommendation to permit women to work in factories for more than 11 hours in a day under circumstances such as are found to exist in the cotton mills of Ahmedabad. In England, it was not until power was employed to move spinning frames and afterwards looms that the evils of excessive labour became painfully evident. Hence legislation there had first to deal with spinning and weaving factories moved by power (*vide* Redgrave's Factory and Workshop Act, 1878, page 3). We find evils like these prevailing in Ahmedabad, but inst ad of nipping them in the bud, and thereby preventing their growth and expansion into other parts of India, the Report proposes to tolerate them, by permitting women, under sanction of the Local Governments, to work beyond the maximum of 11 hours now proposed to be fixed by law, that is, to labour as long as the male operatives, and at as heavy a task, from 12 to 14 hours per day.

If this recommendation is adopted, the intention to restrain factory women from overwork will be frustrated; and further, the proposed exemption will be wrong in principle. The mill-owners of Ahmedabad may or may not carry out the threat of dismissing all women from

employment, when they are prohibited, owing to a legislative Act, from working the same period of time as adult males. But I do not see why the excellent system of working by shifts prevailing in Calcutta should not be adopted in Ahmedabad, instead of the present method. By this shift-system a factory may work continuously for 12 to 14 hours, yet a woman's work can be limited from 9 to 10½ hours during the day without any difficulty.

SORABJEE S. BENGALLEE.

BOMBAY CHAMBER OF COMMERCE, 23*rd December* 1890.

The OFFICIATING SECRETARY to the GOVERNMENT of INDIA, Home Department, Judicial, Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have had before them your letter No. 1700 of 27th November 1890, together with a copy of the Report of the Commissioners appointed by the Government of India to ascertain the views of factory operartives on certain points with reference to the Bill to amend the Indian Factories Act of 1881, now before the Legislative Council of the Governor-General.

2. The Report has received the very careful consideration of my Committee, and I have now the honor to say that they approve generally of all the recommendations of the Commission with the single exception of the suggestion that in some cases women should be allowed to work more than 11 hours a day—a suggestion in which the Committee are unable to concur.—I have, &c.,

L. R. W. FORREST, Chairman.

APPENDIX M.

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

BOMBAY CHAMBER OF COMMERCE, *9th July* 1890.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to represent to the Trustees of the Port the necessity which exists for improved conveniences being afforded for the embarkation and disembarkation of passengers in the harbour.

2. Since the completion of through railway communication with Calcutta, Madras and the North-West, Bombay has unquestionably become the leading passenger port of India, and the rapidly growing traffic has now assumed proportions which demand a more extensive and better style of accommodation than that now existing. During the past year, it is computed that irrespective of pilgrims and troops upwards of 3,20,000 passengers left and probably about the same number arrived into Bombay, or a total of 6,40,000. For the embarkation and landing of this large number of people, which is probably more than doubled by friends and acquaintances going on board steamers to meet or take leave of passengers, the only covered landing place is the Mazagon Bunder which is so remote from the railways, hotels and business parts of the city as to be of comparatively little service to the general passenger traffic of the port. My Committee are of opinion that, in a place like Bombay where it is considered a necessity that every private residence should be provided with a covered entrance as a protection from the sun or monsoon rain, arrangements should be made to permit of all passengers landing and embarking under cover, and the best means of providing for this, they consider, would be by floating

stages such as have been in use in Liverpool and other large European ports during the past forty years.

3. To fairly meet the requirements of the traffic, it would probably be found advisable to have two stages for the accommodation of the ferry and coasting and the foreign trade respectively. The former would be most conveniently placed in proximity to the centre of the native town, and for the latter my Committee are of opinion that the best site would be the Apollo Bunder which is already the established place of arrival and departure for European passengers. Objections may possibly be made to this position as being too exposed in the monsoon, but the Committee would not be disposed to attach serious importance to these, as in the Mersey the floating stages are exposed to a much heavier tide and quite as severe weather as that which prevails here in the monsoon.

4. As an experimental measure, the Committee of the Chamber would be in favor of the Apollo Bunder stage being taken in hand first. For that position, they consider, a stage of 300 to 400 feet in length by 60 to 75 feet in breadth would afford ample accommodation. The deck along the outside should be of a convenient height for the largest sized tenders or launches, and swing gangways with counterbalances to admit of their being easily lowered on to or raised from the decks of steamers should be provided at intervals of 50 feet. The deck at the inner side of the stage should, as being more sheltered, be adapted and set apart for small boats. The whole of the stage should be roofed over with the exception of a few feet at each side to admit of the mooring of the craft using the stage, and the approach from the Bunder should be by two covered swing bridges which would accommodate themselves mechanically to the rise and fall of the tide. The whole of the seaward end of the Bunder should be covered in with a light roof on pillars to a depth of say 30 feet to admit of carriages taking up and depositing passengers under cover and a hackney carriage stand might be arranged for at a convenient distance.

5. My Committee hope that the Trustees of the Port will give these suggestions their early consideration, feeling as they do that the accommodation for passengers afforded

by existing arrangements is seriously defective and susceptible of much improvement—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *24th September* 1890.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—On the 9th July last, I had the honor, by direction of the Committee of the Chamber, to address you respecting the necessity for improved conveniences being afforded for the embarkation and disembarkation of passengers arriving into and leaving Bombay. To this letter the Chamber has yet received no reply, and my Committee quite understand that in dealing with a subject of so much magnitude, there may possibly be still further delay before it can be definitely discussed or dealt with. But there is one portion of the improvement which my Committee pointed out, respecting which they think there is no necessity for extended discussion or consideration, namely that alluded to in the latter portion of paragraph 4 of my letter already referred to, that "the whole of the seaward end of the Apollo Bunder should be covered in with a light roof on pillars to a depth of say 30 feet to admit of carriages taking up and depositing passengers under cover." The necessity for this improvement being immediately taken in hand, is emphasised by the advertisement published recently by the P. and O. S. N. Company to the effect that the passengers for the mail steamers will require to embark at the Apollo Bunder at noon on Saturdays. This, of necessity, means that until such cover is provided, as my Committee have suggested, passengers and their friends will be exposed to the heat of a noon-day sun. The expense of this improvement would be comparatively small, and it could be carried out promptly without in any way pledging the Port Trustees to the larger scheme of passenger landing stages.

2. My Committee trust therefore that the Trustees will lose no time in giving this matter their careful consideration, and with a view to that object would beg to suggest that you arrange to have this matter laid before the Trustees at their next weekly meeting.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 5009.

BOMBAY PORT TRUST,
BOMBAY, 13*th December* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—The Trustees have had under consideration your two letters dated 9th July and 24th September, and I am directed to state, for the information of the Chamber, that a floating stage at Apollo Bunder would be very costly, would only give two feet greater depth of water and would be useless in the S. W. Monsoon when for its own safety and that of the shipping it would probably have to be moved to the upper harbour. This being so, the Trustees are not in favour of trying the experiment suggested by the Chamber.

2. I am to state that the Chamber in suggesting a floating stage in proximity to the centre of the native town have apparently overlooked the arrangements at Modi Bunder and also at the outer walls of Prince's and Victoria Docks for the landing and embarking of native passengers. The accommodation there being such as it is the Trustees do not consider it necessary to provide anything more.

3. The questions of providing covered accommodation at the end of the Apollo Bunder and also of an additional pier at another part of the harbour are under consideration.—I have, &c.,

F. G. DUMAYNE, Secretary.

APPENDIX N.

ABOLITION OF THE ENGLISH IMPORT DUTY ON SILVER PLATE.

No. 48 S.

CALCUTTA, 29*th January* 1890.

From the ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 9th instant, on the subject of the English Plate Duties; and to state that it has been transmitted to Her Majesty's Secretary of State for India for communication to the Lords Commissioners of Her Majesty's Treasury.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 5261.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Statistics.

RESOLUTION.

READ— SIMLA, 5*th November* 1890.

Despatch from the Secretary of State for India, No. 45 (Statistics), dated the 15th May 1890, and enclosures.

RESOLUTION.—In compliance with the representations made by the Government of India during the last ten years, Her Majesty's Government has repealed the duty on the importation of silver plate into the United Kingdom, repealing at the same time the duty on gold plate.

2. The Government of India has always coupled with its representations against the duty a proposal for the repeal of the requirement of compulsory assay and of a fixed English standard of fineness of metal, because the retention of those requirements prevented equal competition between manufacturers in India and manufacturers in England. This part of the proposals has not been complied with, and the English law of assay and hall-marking remains unaltered; but Her Majesty's Government has proposed to provide in a Bill to be introduced in Parliament that Indian silverware bearing an Indian hall-mark affixed under the authority of the Government of India should be admitted into the United Kingdom without being subjected to the British hall-mark regulations, and the Secretary of State for India has invited an

expression of the views of the Government of India on this subject. His Lordship suggests that, if a system of Indian hall-marking is adopted, it might be made voluntary and not compulsory, and enquires what standard of fineness should, with due regard to the practice of Indian silversmiths, be adopted for the Indian silver hall-mark.

3. The most serious difficulty hitherto in subjecting Indian goods to the English assay has been that the nature of that assay is such that the goods are materially injured in the process. Hence it is necessary to send the goods to the assay office in an unfinished condition, and after they have been marked to take them back to the workshop, and finish them for sale. This cannot be done with Indian ware, and therefore in the case of such ware intended for sale in England, it will be necessary, in order to ensure its admission to free competition with English goods, that, if assay is required, it should be made in this country. Another difficulty has been that the English standard is higher than the Indian (rupee) standard, but this will disappear with the admission of an Indian Standard or standards.

4. The Government of India does not consider it possible to adopt any system of compulsory assay or hall-marking. No system of assay under Government regulation has ever been in operation in this country; it is not now desired by the trade in India, or by the purchasers of Indian gold and silver ware, and it would necessarily operate unequally and unfairly in a country of long distances, costly transit, and wide distribution of manufacture. Looking, however, to the stage which has been reached, it is desirable to obtain the opinions of the persons interested on the proposal for an Indian assay, and to consider, assuming that an Indian assay should be introduced, what sort of a system should be devised.

5. The points for consideration in connection with the introduction of a system of assay are :—

(1) Should the assay be compulsory or optional ?
(2) What standard or standards of fineness should be adopted ?
(3) Where should assay offices be located ? At the two Mints only, or at other centres also ?
(4) What process for assay should be adopted ?
(5) What fees should be charged ?
(6) What distinguishing marks should be applied to the wares assayed ?

6. On the first point the Government is decidedly of opinion that no such restriction of trade as would accompany a compulsory assay and hall-mark can be contemplated. The law which would be required would be of a character entirely contrary to the economic policy of the Government of India, and would be vexatious and restrictive in operation wherever it could operate (as in the Presidency towns). Apart, moreover, from the objections of principle to such a system, it is clear that the law would constantly be evaded, and a serious result of compulsion would be the discouragement of trade in British territory and its encouragement in Native States.

If any assay is to be introduced, it must be optional, and none should be required for articles which under the English law do not require to be marked.

7. On the second and third points the Governor-General in Council will reserve any expression of opinion until he is placed in possession of the views of the local Governments and the trading and manufacturing community. As regards assay offices, it must be remembered that the establishment of new offices will involve considerable expenditure, which must all be met from fees.

8. As to the fourth point, there are three processes in use in various countries—(*a*) cupellation, (*b*) the wet method, (*c*) the touchstone. The two first are the most accurate, but both involve the slicing or scraping off from the piece of work of a portion of the metal to be assayed, and consequently it is found necessary to send the work to the assay office in an unfinished state, and finish it off for sale after it has been marked. If either of these processes is adopted in India, the manufacturer who works at a distance from the assay office must incur a heavy expense in cost of transit. If, for instance, he is at Delhi, he must send his wares to Bombay ; then get them back to Delhi ; and then, after finishing off the work, send them to Bombay again for export. In each transit the goods must be insured.

The last method—that of the touchstone—does not involve any injury to the ware, but it is not so accurate, varying, it is believed, about one per cent. in its results one way or the other. It is consequently in France and other Continental countries used only for small wares, which could not be treated by the other processes. In England it is not used at all. It would probably be best to adopt this process in India : the test is sufficiently good for practical purposes, and it has the advantage of placing manufacturers at a distance from the assay office more nearly on a level with manufacturers at an assaying centre than would be the case if the other processes were adopted.

9. On the fifth point, that of the fees to be charged, no suggestion can be made at present. The fees must bear some relation to the expenditure, and, as said above, that will be large if assays are allowed to be made elsewhere than at Calcutta and Bombay. The Mint and Assay Masters may, however, be asked to suggest a scale which would be sufficient if no new offices were established. The fees first charged would be provisional only until it is seen how the scale operates.

10. The Mint and Assay Masters may be asked to advise on the sixth point also.

11. The Governor-General in Council will be glad to learn at an early date the views of the local Governments and Administrations on all these points, and desires especially to be informed—

(*a*) whether the prospect of the admission of Indian art-ware in the precious metals to England without the necessity of undergoing there the assay by cutting and scraping is considered of sufficient importance to the trade to justify the introduction into India of a system which must necessarily be restrictive and operate unequally, whether it is compulsory or voluntary ;

(*b*) whether the continuance of hall-marking in the United Kingdom has appreciably minimised the effects that might

have been expected from the repeal of the duty on silver plate. The trade has had some experience of the effects of the repeal, and will probably be able to say what practical effect the abolition of the duty has had. It must have stimulated the transmission to England by private persons of articles not intended for sale, and therefore not requiring to be assayed; and in this way trade has probably benefited indirectly, but it is desirable to know whether there as been any substantial increase directly in the supply of articles to be placed on sale in England.

12. One matter deserves special consideration. Section 4 of Act 47 and 48 Vict., cap. 62, is as follows :—

Articles of foreign plate which, in the opinion of the Comissioners of Customs, may be properly described as hand-chased, inlaid, bronzed, or filigree work of Oriental pattern, shall, subject to the payment of the proper duties of customs, be exempted from assay in the United Kingdom.

The Governor-General in Council is not aware of the precise significance attached by the Commissioners of Customs in England to the terms "hand-chased, inlaid, bronzed, or filigree work of Oriental pattern," but it seems possible that they cover most descriptions of Indian silverware exported to England. It is important to know how the exemption made by the section quoted above has worked in practice, and whether it has in fact given the substantial relief that it seems to give. The opinions of those engaged in the trade on these points are particularly invited. It is possible that the terms of the existing law are not generally known in India.

13. His Excellency in Council considers it important that the question raised in this Resolution should be carefully explained to representative native manufacturers and their opinions obtained. It is also specially desirable that such opinions should be obtained from workers distant from the places where assay offices exist or are likely to be established: *e. g.*, the Chief Commissioner of Burma should obtain the opinions of workers at Mandalay and Rangoon, and the Government of Bombay from Kutch and elsewhere.

ORDER.—Ordered, that the Resolution, together with a copy of the Despatch and enclosures read in the preamble, be forwarded—

(1) to the several local Governments and Administrations for the purpose indicated above;

(2) to the Foreign Department with the request that it may obtain and furnish to this Department opinions from the Native States of Jaipur and Kashmir;

(3) to the Chambers of Commerce of Calcutta, Bombay, Madras, Rangoon, and Upper India for opinion; and

(4) to the Trades Associations of Calcutta and Madras with the request that the Government of India may be favoured with the fullest expression of their opinion and that of individual members and representative dealers and workers in the precious metals appertaining to those bodies.

Ordered also, that these papers be forwarded to the Mint and Assay Masters, Calcutta and Bombay, with the request that this Department may be furnished with their opinion on the question generally, and especially on the second, fifth, and sixth points noticed in the Resolution ; and that the papers be published in the *Gazette of India*.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

STATISTICS,—No. 45.

INDIA OFFICE, LONDON, 15*th May* 1890.

TO HIS EXCELLENCY the MOST HONOURABLE the GOVERNOR-GENERAL of INDIA in COUNCIL.

MY LORD MARQUIS,—Your Excellency has learnt by telegraph that it has been decided to abolish the duties on the importation of silver plate into the United Kingdom. The report of the Chancellor of the Exchequer's speech* shows that Her Majesty's Government remitted the duties in deference to the wishes and interests of the people of India.

*Hansard's Debates, 17th April 1890, page 721.

2. The question of abolishing the British system of hall-marking and the views of the Indian Government on the matter were also considered. But it was decided not to interfere with the law and practice concerning hall-marking in the United Kingdom. The majority of people interested in the trade and those conversant with the artistic side of the question are believed to be strongly in favour of retaining the system of hall-marking. Her Majesty's Government proposed, however, to mitigate as far as possible any inconvenience under which the Indian silver trade might suffer by providing that Indian silver work bearing an Indian hall-mark affixed under the authority of your Government should be admitted into the United Kingdom without being subjected to the British hall-mark regulations.

3. The Bill dealing with the matter will be forwarded to your Excellency as soon as it is introduced. Meanwhile I shall be glad to learn at an early date what standard of fineness your Government would, with due regard to the practice of Indian silversmiths, propose to adopt for the Indian silver hall-mark. I forward a copy of a Parliamentary return showing the standards of fineness adopted by different European nations which maintain a system of hall-marking.

By book post.

4. It is perhaps needless for me to observe that, if a hall-mark is established for India, it might be permissive and not obligatory. Any dealer who desired to send silver ware to England without being liable to the British hall-marking system would get his wares assayed and marked in India under such rules as your Excellency might prescribe. I anticipate that the new law and practice in the United Kingdom will follow the practice now existing, whereby artistic silver ware, or ware belonging to private persons and not intended for sale, is exempted from the hall-mark regulations.†

† 47 and 48 Vict., cap. 62, section 4.

5. I forward a copy of a letter from Mr. W. Carlton Wood, on behalf of Messrs. Orr & Sons, on the subject of hall-marking in India, together with the reply that I have caused to be sent thereto.—I have, &c.,

CROSS.

ENCLOSURES.

No. 1.

41, BASINGHALL STREET, LONDON, E.C., 29*th April* 1890.

The SECRETARY of STATE for INDIA.

MY LORD,—As representing Messrs. P. Orr & Sons, of Madras, silversmiths, and in view of the answer given last night in the House of Commons by the Chancellor of the Exchequer that communications would be addressed to the Government of India before the proposed standard for hall-marking Indian silver plate was fixed, I beg respectfully to submit for consideration some practical points on the inherent difficulties of compulsory hall-marking, and with a view of demonstrating that "rupee standard" will not meet the requirements of Indian manufacturers :—

(1) The vast body of Indian silversmiths are of the small trader class. The silver used by them from time immemorial is obtained by melting rupee coins. No other silver is generally obtained by men of that class. They are *not* silver refiners.

(2) It is a necessity that solder be of a harder and inferior quality to the metal in the article soldered. The Indian silversmith notoriously solders heavily ; consequently it is evident that no article made from rupee coins could pass the English Hall if the rupee standard be adopted. It is well known that English silversmiths overcome the difficulty of the solder by obtaining from the bullion dealers silver ½ to 1 dwt. per ounce *better* than standard, thereby rendering the whole article standard.

(3) Coins in use contract dirt, and it is doubtful if metal obtained from a quantity of rupee coins thrown into the melting pot would pass the English Hall even in the few articles where no solder is used.

(4) The great objection of Indian manufacturers to the English hall-marking is that the system adopted, "the scrape and parting assay," is unsuitable to finished goods, which are thereby rendered unsaleable without being returned to a workshop. The English manufacturers' practice of sending goods to the Hall "in the rough" is practically not open to Indian makers. If hall-marking remains compulsory, I beg to submit that the French system of assaying finished plate by "the touch," which in no way damages the goods, should be adopted here. I recognise that "the touch" is not so absolutely accurate as "the scrape," but I respectfully submit that a plan proved adequate in France can scarcely be inapplicable in England.

The difficulty of fixing an arbitary standard that will really meet the requirements of Indian trade is considerable, and I respectfully submit that optional hall-marking is the true remedy. If this is unattainable, I beg to recommend that, subject to Indian plate bearing a stipulated mark or letter defining it as Indian, it be allowed free sale in this country without assay.

I respectfully submit that, if the rupee standard be adopted and hall-marking with the system of the "scrape" be compulsory, no trade in ordinary Indian plate can result, and the assertion will be made in India that the British Government have given with one hand and taken away with the other.—I have, &c.,

W. CARLTON WOOD.

No. 2.

INDIA OFFICE, 14*th May* 1890.

W. CARLTON WOOD, ESQ.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge to receipt of your letter, dated the 29th April, urging objections to the system of compulsory hall-marking of Indian plate, and to inform you that a copy of your letter will be sent to the Government of India for their consideration.—I am, &c.,

C. E. BERNARD,
Secretary, Revenue and Statistics Department.

BOMBAY CHAMBER OF COMMERCE, 27*th December* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honour to acknowledge the receipt of copies of the Resolution (and enclosure) of the Government of India, No. 5261, under date of 5th November 1890, on the subject of the abolition of the English Plate Duties, and the proposed establishment of system of half-marking in India.

2. With respect to the latter question, on which the Chamber is invited to express an opinion, my Committee have consulted those immediately concerned in the trade, and now beg to forward copies of the accompanying letters on the subject, addressed to the Chamber by Mr. J. P. Watson, of Messrs. Watson and Company, and Messrs. Ardaseer and Byramjee, the two most important firms in Bombay who export silver goods in large quantities to Europe. The Committee of the Chamber agree generally with the views expressed by Mr. Watson, and they trust the same may receive due consideration.—I have, &c.,

L. R. W. FORREST, Chairman.

No. 1, CHURCH GATE STREET,
BOMBAY, *3rd December* 1890.

To the Hon'ble L. R. W. FORREST, Chairman, Chamber of Commerce, Bombay.

SIR,—In reply to yours of the 14th November, *re*-hall-marking in India and referring to Government of India letter No. 5261:—

(1.) "Should the Assay be compulsory or optional?" A hall-mark would, I consider, be a great advantage and lead to a much larger sale for Indian Silver Plate in England than at present. It would show at once its quality and hence give it a standard value in the market; whereas if not stamped, each piece would have to be tested by the individual buyer or dealer, who would be sure to save himself by valuing at less than its real quality. It would thus have an uncertain value instead of a standard value and would militate greatly against the steady and free sale or exchange for Indian Silver Plate. It should, however, be optional.

(2.) "What standard or standards of fineness should be adopted?" I would adopt the quality of the rupee, but though articles might be made of finer quality than this, I would only have one stamp.

(3.) "Where should Assay offices be located? At the two Mints only, or at other centres also? In the following 12 towns, where any considerable amount of Silver Plate is manufactured, viz., Bombay, Poona, Ahmedabad, Calcutta, Lucknow, Delhi, Lahore, Madras, Bangalore, Trichinopoly, Rangoon, and Mandalay, I would appoint the Mint where such existed, and the Government Treasury, where there was no Mint.

(4.) "What process for assay should be adopted?" The usual native process of rubbing on a test stone, and also trying with acid. There is always a native official at the Treasury, who is a thorough judge of the different qualities of silver, and I would leave it to him to decide the quality, and have the articles stamped if up to rupee quality.

The tester however should have the right, if he had any doubt about the quality, which the usual test did not testify, of drilling into the article or cutting into same with a file; but, before resorting to this extreme measure, reference should be made to the owner, who, if he refused permission for this extra test, should have the article returned, and of course unstamped.

(5.) "What fees should be charged?"

Six pies or half-an-anna per tola weight of the article submitted for stamping.

(6.) "What distinguishing marks should be applied to the wares assayed?"

I would propose a stamp resembling the pointed Star of the Star of India, and another stamp taking the first two letters of the town where the test was made, *Bo.*, *Ca.*, *Ma.*, *De.*, abbreviations for Bombay, Calcutta, Madras, Delhi and so on. One letter might have

sufficed, but there are several that commence with the same letter, hence the necessity for the double letter; besides A Ahmedabad, B Bombay, if put this way might be mistaken for two different qualities, A quality, B quality.

This idea of applying a stamp for quality would not in any way clash with native customs, as it is nearly universal in all large towns to have the gold or silver tested after it is made up, by an authority who is recognized both by buyer and seller, and a small fee is willingly paid for this service, which fee in many cases goes $\frac{2}{3}$rds to some charitable fund, and the other $\frac{1}{3}$rd is retained by the stamper.

In most Native States, it is a criminal offence (in Jeypore, the punishment is that of having the hand cut off) to make up or use other than silver considerably purer than the rupee.

Since the passing of Act 47-48, Vic., and the English customs have applied Sec. 4 of said Act to imports, a great impetus has been given to the export of Silver Plate from this country by private individuals in consequence of the old restrictions being removed.

The fact that the duty has also been taken off is not as yet thoroughly known, and so far has not had any appreciable effect on the export, as far as I can judge.

> Section 4 of Act 47 and 48, Vict., Cap. 62, is as follows :— Articles of foreign plate which in the opinion of the Commissioners of Customs, may be properly described as hand-chased, inlaid, bronzed or filigree work of Oriental pattern, shall, subject to the payment of the proper duties of customs, be exempted from assay in the United Kingdom.

For some little time now the Customs Authorities in England have put a liberal translation on the above section, and it has practically amounted to admitting Indian Silver ware when in any way chased or decorated, free from the Goldsmiths' Hall Examination.

There are occasionally instances of doubtful origin, but in these cases the Customs Authorities notify the importer of this, and if he cannot satisfy them of its Oriental character, he simply re-exports it under bond.—I am, &c.,

J. P. WATSON,
(of Messrs. WATSON & Co.)

BOMBAY, *4th December* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to forward Rao Saheb B. A. Gupte's opinion on the hall-mark question. While we were working in London at the Colonial and Indian Exhibition, that gentleman was asked by Lord Northbrook to write for our firm a Note on the inconvenience felt by the Indian Trade on account of the duty which then existed, and we have obtained his opinion now under the conviction that it is likely to be useful and worthy of consideration.

We quite concur with him on the subject.—We beg to remain, &c.,

ARDESHIR & BYRAMJEE.

Note on the introduction of Hall-Mark in India.

For Messrs. ARDESHIR AND BYRAMJEE, Bombay.

Hall-mark if made obligatory in this country will prove prejudicial to the interests of the Indian Silver Trade as it will involve some expenditure and considerable delay.

The information as given by Mr. W. Carlton Wood, regarding the melting of the rupee is true only to a certain extent. The bulk of the work done by the Indian silversmith is, however, done on London Silver,* called 17 penny and 17½ penny, mixed with 6¼ and 6½ tolas, respectively, of copper, or in an amalgam of 100 tolas of China dollars, American dollars with 125 tolas of 17½ penny London Silver as well as in an amalgam of 232 tolas of French dollars, with 125 tolas of that metal.

* These amalgams are :—
(A) 17 Penny English Silver, tolas .. 100
Copper, tolas..... 6¼
(B) 17½ Penny English Silver, tolas...100
Copper, tolas..... 6½
(C) Chinese dollars, tolas.....100
17½ Penny Silver, tolas.....125
(D) American dollars, tolas.....100
17½ Penny Silver, tolas.....125
(E) French dollars, tolas 232
17½ Penny Silver, tolas.....125

The metal used for the joints varies from 1 tola of silver to 1¼ to 2 of copper.

The silver generally used in India for the European Market is superior to that of the London Hall Market, as will be seen from the two samples selected in the Bombay Market.

There already exists a voluntary Hall-Mark system in India, and the following Silversmiths among others do follow it :—

RAMJI BHAGVAN.	LUNA DEOJI.
NAROTTAM BHAU.	NARAYAN SHAMJI.
LAXUMAN JALLA.	MANJI KERANJI.
LUNA VIRA.	

The sale in Ramji's shop amounts to three to four lakhs a year, and in those of the others from Rs. 25,000 to two lakhs and-a-half. They mark their own articles and when they are returned to them after use they pay their customers back the weight of the broken ornament or plate in British Indian coins. It will thus be seen that the most convenient and economical course would be to develop the native voluntary system of Hall-Marking to such an extent as to make it suit the requirements of the European customers.

B. A. GUPTE.

APPENDIX O.

ADDITIONAL ACCOMMODATION FOR THE STORAGE OF KEROSINE OIL.

BOMBAY CHAMBER OF COMMERCE, *20th May* 1890.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to represent to the Trustees of the Port the inadequate character of the storage accommodation for kerosine oil at present existing in Bombay.

2. From the information at the disposal of the Committee it would appear that the permanent kerosine godowns belonging to the Trust have only a capacity of 364,000 to 380,000 cases as compared with an actual stock here and in harbour of about 600,000 cases, so that were it not for private godowns being made available it would have been impossible to land some of the most recent importations, not to speak of further arrivals which are now expected. The effect of this is not only as at present to temporarily obstruct trade, but to permanently divert it to other ports where proportionately greater facilities are available, and the Committee hope, therefore, that the Trustees will take prompt measures to meet the requirements of importers which exceptionally large as they are at the moment as compared with previous years, cannot be regarded as having yet reached their maximum. On the contrary, the statistics of the trade show that it is expanding with great rapidity, the imports during the past nine years having been as follows :—

1881.....	1,996,289	Imperial	Gallons.
1882.....	4,614,037	"	"
1883.....	3,999,336	"	"
1884.....	4,183,844	"	"
1885.....	7,021,056	"	"
1886.....	5,346,424	"	"
1887.....	4,990,574	"	"
1888.....	10,598,334	"	"
1889.....	10,578,744	"	"

3. A similar rate of progression would show that in five years time imports will be 25,000,000 gallons, and as owing to the intervention of the monsoon the bulk of these will probably, as heretofore, continue to arrive in the months of March, April and May, it would appear that provision should be made for the storage of at least 1,000,000 cases at one time. It may be argued that such a large stock would only be held occasionally and that long intervals would occur in which the Trust would not obtain a rental proportioned to the outlay; but this objection, my Committee consider, could easily be met by fixing the charges on a scale which would afford a reasonable return on the capital expended; bearing in mind always that trade brings trade and that the revenue accruing to the Port from the increased trade in kerosine which enlarged facilities would be likely to attract would not be confined to the mere fees on the article itself.

4. The Committee of the Chamber further consider that the present mode of letting out the kerosine godowns is open to serious objections in that it would be perfectly practicable for a combination to monopolise the entire public storage accommodation of the port by merely securing the various godowns as they became vacant. Something of the kind, my Committee believe, has already been attempted, and they would accordingly beg leave to impress on the attention of the Trustees the desirability of placing the arrangements for the warehousing of kerosine oil on the same basis as piece-goods where the charges for accommodation and other services rendered by the Trust are rated at so much per package, and the entire warehouse space made available to the public without distinction or reserve.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd October* 1890.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honor, by direction of the Committee of the Chamber, to solicit the attention of the Port Trustees to the Chamber's letter of 20th May last on the subject of storage accommodation for kerosine oil, of which I have as yet received no acknowledgment.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4250.

BOMBAY PORT TRUST,
BOMBAY, 15*th October* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of your letter dated 2nd instant, I am directed to state that the representations of the Chamber with regard to the accommodation available in Bombay for the storage of kerosine have been carefully considered by the Trustees.

2. The Chamber express the opinion that the existing accommodation is inadequate for the trade, an opinion which would appear to be based on the imports of the months of March, April, and May last.

3. A reference to the figures for the past year or two will, however, clearly show that the very heavy imports in those months were abnormal, the result, as the Trustees have ascertained, of a transient cause and cannot be regarded as indicative of a permanent development of the trade.

4. In the year 1888-89 the imports, exclusive of transhipments, amounted to 9,20,516 cases, and no complaint was in that year made of want of space. In 1889-90 the imports were 9,78,150 cases or an increase of 57,534 cases only and for nine months of the year, namely, from April 1889 to January 1890, there was on the average vacant space in the kerosine godowns of the Trust for 94,000 cases.

5. It seems clear from this that the existing accommodation is ordinarily sufficient for the trade.

6. But it may be pointed out that in addition to the Trustees godowns there are in the same locality two large private godowns specially built for the storage of kerosine with a capacity or 1,97,000 cases one of which has been seldom used, and when owing to the excessive importations of the three months above mentioned there was a pressure for space, other godowns belonging to the Trustees were made available.

7. There is therefore no risk of the expansion of the trade being hindered for want of accommodation, and the Trustees are of opinion that it is not necessary for them at present to provide additional accommodation.

8. With regard to the proposal to store kerosine at so much per case instead of letting out the godowns, I am directed to state that the arrangement of the godowns is unsuitable for such a system except at considerable cost in establishment, and the room that would be wasted in the separation of the various consignments would raise the storage charge above the amount at present paid as rent.

9. In these circumstances the Trustees do not think it desirable to make the proposed change, but the question is now under consideration as to whether it may not be practicable in some other way to prevent their godowns being monopolised by a combination of importers with a view to check importation,—I have, &c.,

F. G. DUMAYNE, Secretary.

APPENDIX P.

LEGISLATION REGARDING RAILWAY RECEIPTS.

BOMBAY CHAMBER OF COMMERCE, 11*th February* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Calcutta.

SIR,—In a letter dated 10th November 1886, this Chamber had the honor to represent to Government the unsatisfactory condition of the existing law relating to Railway Receipts in India, and expressed the hope that His Excellency the Governor-General in Council might see fit to initiate such legislative action as might be deemed necessary, not only to regulate more definitely the respective rights and liabilities of the public and the various railway administrations under these documents, but also to render them transferable and negotiable instruments carrying a title to property in the same way as bills of lading.

2. The representation, as the Chamber understands, was duly considered by Government, and, further, referred to the discussion of Her Majesty's Secretary of State for India in conference with the Boards of Directors of Indian Railways in London. As to the result of these deliberations, however, the only information which has come to the Chamber was the remark in the Statement of Objects and Reasons attached to the draft Railway Bill for India, (1888) that "the proposal to give such an effect (the same effect as "bills of lading) to railway receipts has not been adopted "in the Bill, because railway administrations are under-"stood to be averse to it, and it is not justified by existing "legislation elsewhere." In reporting to Government on the provisions of the draft Railway Bill, under date of 13th October 1888, the Chamber ventured to express the opinion that these reasons were neither adequate nor sufficient grounds on which to come to a final conclusion regarding such an important question, and the Committee of the Chamber again desire to approach Government in the hope that their proposal may receive further consideration in conjunction with the deliberations now in progress on the new Railway Bill.

3. It is unnecessary to repeat here at length the reasons formerly adduced by the Chamber for soliciting the suggested legislation. I am now directed to say that in the interval which has elapsed these reasons have materially gained in strength and the urgency for legislation has been more clearly demonstrated by the difficulties which traders have experienced, and the unsatisfactory character of the litigation which has taken place with regard to railway receipts. In a recent judgment delivered by the Hon'ble the Chief Justice of the Bombay High Court and the Hon'ble Mr. Justice Scott—a copy of which, for convenience of reference, I am directed to annex—any doubt which formerly existed as to whether railway receipts were documents showing title to goods within the meaning of those expressions as used in Sections 103 and 108 respectively of the Indian Contract Act, is finally settled.

4. The judgment also disposes of the possibility of any custom having grown up or being in existence by which railway receipts could be treated on the same footing as bills of lading, and in so doing concludes with the following words :—

> "If this be thought by the commercial community to be an unsatisfactory state of the law, it will be necessary, in our opinion, that the desired change should be made by the Legislature."

5. This Chamber on behalf of the commercial community begs most respectfully but emphatically to repeat that it does consider the present state of the law unsatisfactory, and is strongly of opinion that a change should be effected by legislation. Such legislation, the Chamber would submit, could be shortly and effectually dealt with in the new Railway Bill now under consideration, but should the legal advisers of Government object to this course, my Committee venture to express the hope that His Excellency the Governor-General in Council will be pleased to sanction the required amendment of the Indian Contract Act, or the introduction of a Railway or Inland Carriers' Receipts Act.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

HIGH COURT.—ORIGINAL SIDE.

(Before SIR CHARLES SARGENT, Chief Justice, and Mr. Justice SCOTT.)

LIABILITY OF A RAILWAY COMPANY UNTIL DELIVERY.

THE G. I. P. RAILWAY COMPANY *vs.* HANMANDAS RAMKISSON AND ANOTHER.

This was a reference to the High Court by Mr. Hart, Chief Judge of the Small Causes Court, upon a point of general interest to mercantile men in relation to the liability of a railway company as carriers.

The Chief Justice, in delivering judgment, said :—The facts out of which this reference by the Chief Judge of the Small Causes Court arises, are fully set out in the case stated by the Court. With respect to the 3rd question whether there was such a delivery to Chinn Deokarn's Agent at Bijapore as to deprive the first defendant of his right of stoppage, we agree with the Chief Judge that it must be answered in the negative. There was no actual delivery to the Agent of that firm at Bijapore, and the wheat therefore remained *in transitu* in the hands of the Railway Company, until delivery to the consignee. James *vs.* Griffin, 2 M. and W. 632, where Parke J. says, "The Vendor has a right if unpaid, and if the Vendee be insolvent, to retake the goods before they are actually delivered to the vendee, or some whom he means to be his agent to take possession, and keep the goods to him." It is clear therefore that whether the first defendant be regarded as a factor and quasi vendor he was entitled to stop the 73 bags before they were delivered by the Company in Bombay. Feite *vs.* Wray, 3. East and Ireland *vs.* Livingstone, 5, H. L., L. R. With respect to the 4th question, we think there was such a delivery of the 73 bags at the Wari Bunder to second defendant's servant as to determine the first defendant's right of stoppage *in transitu*. Section 105 of the Contract Act provides that the notice by the vendor to the carrier to stop the goods must be given to the principal in possession at such time, and under such circumstances that the principal by the exercise of reasonable deligence may communicate it to his servant in time to prevent a delivery to the buyer. It is left in doubt by the case whether the Goods Traffic Inspector received the 1st defendant's telegram before all the 73 bags had been placed on the carts ; but in any case we must assume that it did not arrive in time to prevent the bags being placed with the consent of the Railway official on the 2nd defendant's carts hired for the purpose ; for it is plain that it was not till the loading the carts had been completed that the Company's servants interfered to prevent the 2nd defendant's servant from removing the carts from the Railway compound. Before that the freight for these 73 bags had been paid by the 2nd defendant's servant to the Company, and the Railway receipt had also been given up to the Company duly signed by the 2nd defendant's servant. It remains to consider the 1st and 2nd question as to the effect of the endorsement and delivery by the firm of Chinn Deokarn of the Railway receipts to the 2nd defendant as regards the remainder of the 181 bags. In Trikam Panachund *vs.* Bombay, Baroda and C. I. Railway Company, Mr. Justice Farran held that the Railway receipts in that case, which are in the same form as those which are issued by the G. I. Railway

Company, were not documents of title, being in form simple receipts with a notification that "the company reserve the right of delivering the goods without the production of the receipt," and therefore not distinguishable from wharfingers certificates and mates receipts, which were held not to be documents of title in Bolchaw *vs.* Vaughan and Co., L. R. 10 ch. App. 491 and Laing *vs.* Laden 17 Eq. 92. However in Chinulal Jadhag *vs.* The G. I. P. Railway Company the same learned Judge had under consideration a railway document signed by the Rajputana-Malwa Railway officials in the same form as that of the present goods receipt note, and which is, we are informed, the one in use on all the State Railways and is somewhat differently worded from the goods receipt in the former cases. It runs thus:—"Received from the consignor the undermentioned goods for conveyance to C. Banda Station by Goods Train. Consignee Chind Deokarn. Description, 181 bags of wheat. This receipt must be produced by the consignee, or the goods will not be delivered. If he does not himself attend he must endorse a request for delivery to the person to whom he wishes it made. If the consignment of this Railway receipt is relied on one or more times the endorsement must be a distinct order to deliver to a certain person or firm, and this order must be on a one-anna stamp. If more than one order appears on the face hereof each order must bear a stamp. For conditions of contract see back.—Signature ( )." The learned Judge expressed the inclination of his opinion that such a goods receipt was an instrument of title within the contemplation of Section 103 of the Contract Act; but added that he did not intend to decide the question whether he should have help them to be such without some evidence that they were so treated by merchants and the trade, as he had come to a conclusion on another part of the case, which made it unnecessary for him to do so. There can be no doubt, we think, that such a document of endorsement would not have been treated in the English Courts as a document or instrument of title to exclude the Vendor's right of stoppage *in transitu* when the Contract Act came into force in September 1872. The decision of the Exchequer Court in 1846 in Farina *vs.* Home, 16 M. and W. 119, was then in force (see Benjamin *vs.* Sales para. 803), by which a delivery warrant signed by a wharfinger whereby the goods were made deliverable to the plaintiff "or his assignee by endorsement was held to be" no more than a token of authority to receive "possession." "Blackburn on Sales, p. 297" or as Mr. Baron Parke states it "only an engagement by the wharfinger to deliver to the consignee or any one he may appoint, and that until the wharfinger has attorned to the assignee, and agreed with him to hold for him "there was no constructive delivery to the assignee." That decision was never overruled, and authoritatively determined the legal effect of such documents—at any rate until the passing of the Factor's Act of 1877, 40 and 41 Vic., c. 39, the language of the goods receipt in question scarcely affords so strong an indication of an authority to the assignee by endorsement to receive the goods as that of the document before the Court of Exchequer, and the document therefore is in no higher degree "a symbol of the goods" so as to exclude the right of stoppage than the wharfinger's certificate in the above case. It may be that both of them would have that character by virtue of section 5 of the English Factors Act of 1877, which as pointed out in "Benjamin on Sales," p. 708, assimilates all documents

of title as defined by section 4 of the previous Factors Act 5 and 6 Vic., C. 39, to Bills of lading for the purposes of defeating the right of stoppage. But that Act has not been extended to India. In Trikam Panachand *vs.* Bombay and Baroda Railway Company, Mr. Justice Farran seems to have thought that in the absence of any definition of a document of title on the Contract Act itself Section 4 of Act 20 of 1844 by which the English Factors Act 5 and 6 Vic., C. 39, was extended to India might be properly accepted as a guide to the meaning of the expressions "documents showing title to goods," or "instruments of title to goods," in Sections 108 and 103 of the Contract Act; but it appears to us that however much that definition might assist in construing the expression "document showing title" in Sec. 108 of the Contract Act, which was virtually substituted for the Factors Act, and is in *pari materia*, it cannot be properly used in construing the expression, "instrument of title" in Sec. 103 which relates to an entirely different subject matter from the Factors Act, and that it is therefore more reasonable to presume that in a matter of such general commercial importance, the framers of the Contract Act intended to leave the term "instrument of title" in Section 103 to be construed with reference to the decisions then in force in the English Courts. The case of the Merchant Banking Company of London *vs.* Phœnix Bessember Steel Company 5 ch. Div. which was decided before that Act came into force was referred to as bearing on the question. There doubtless the Master of the Rolls, Sir G. Jessel, decided against the right of stoppage, but it was on special grounds (See p. 217)—first on account of the general custom of the iron trade, and second because he thought he ought to impute to the vendors special notice and special knowledge, that the warrant was intended to be used for the purpose of raising money on it, and having that knowledge they issued the document in that particular form. In conclusion he adds, "vendors purposely issued a second document of title with a view to its being used for a special purpose." In the present case no custom has been proved, and there are no special circumstances from which the intention could be inferred that the goods receipt should be used for pledging the bags. We must therefore answer 1st and 2nd questions in the negative. If this be thought by the commercial community to be an unsatisfactory state of the law, it will be necessary, in our opinion, that the desired change should be made by the legislature. Costs of this reference to be costs in the case.

To His Excellency the Most Honorable Sir HENRY CHARLES KEITH PETTY-FITZ-MAURICE, MARQUIS of LANSDOWNE, G.C.M.G, P.C., &c., Viceroy and Governor-General of India.

The Humble Petition of the undersigned MERCHANTS and OTHERS, carrying on business in Bombay,

SHEWETH AS FOLLOWS,

1. Your Petitioners are Grain, Seed and Cotton Merchants and Commission Agents trading in Bombay, and in the ordinary course of their business are in the habit of borrowing and advancing large sums of money upon the security of Railway Receipts, which are

assigned over by or to them by simple endorsement, it being the universal practice among the Mercantile Community of Bombay to treat these Receipts as documents of title transferable by endorsement.

2. The question whether this practice is such a sufficient legal assignment as will preclude an unpaid vendor from stopping the goods *in transitu* has been frequently before the Courts, but the decisions thereon have, until the decision mentioned in para. three hereof, been of so conflicting a nature (although in the main holding that Railway Receipts are not documents of title) that your Petitioners have been advised to discontinue the practice until legislative provision is made to meet the case.

3. There has been for some time past great uncertainty as to the legal effect and value of these documents in the hands of a Merchant advancing money upon them, and this question has recently been carefully considered by the First Judge of the Court of Small Causes at Bombay in the case of the Great Indian Peninsula Railway Company *vs.* Hanmandas Ramkissen and Veerjee Hunsraj, who was of opinion that in the case brought before him the Railway Receipts were documents of title and valid securities in the hands of a *bonâ fide* holder for value. A copy of his judgment, wherein the authorities are reviewed, the custom of the trade cited, and the subject most ably dealt with, is hereunto annexed for your Excellency's information and marked A.

4. Upon the application of the unpaid vendor and first defendant in the above-mentioned suit, a case was stated for the opinion of the High Court by His Honor the First Judge of the Court of Small Causes at Bombay, the first question therein propounded being "whether the Receipt of the Southern Mahratta Railway Company in the form thereunto annexed was, in the circumstances set forth in the said casé, an instrument of title within the meaning of Section 103 of the Indian Contract Act." The Receipt in question was a receipt in the form given in the Public Works Code for use on all guaranteed State Railways, and a copy thereof is hereunto annexed and marked B. A copy of the said case is also hereunto annexed and marked C. The said case came on for argument before the Honorable Sir Charles Sargent, Chief Justice, and the Honorable Mr. Justice Bayley, when they decided that the said Railway Receipt was not a document of title within the meaning of the Section. A copy of the judgment on the said reference is hereunto annexed and marked D.

5. The question of the negotiability of Railway Receipts has been for several years under consideration by the Bombay Chamber of Commerce, and their views on the matter, as well as those of the Chambers of Commerce of Bengal and Madras, are entirely in favour of Receipts being recognized as instruments of title and put on the same footing as Bills of Landing as appears from para. 3 of a letter addressed by the Bombay Chamber to the Secretary to the Government of India on the subject of the Draft Bill to consolidate, amend and add to the law relating to Railways in India under date the 13th of October 1888. A copy of the said paragraph is hereunto annexed and marked E. The reasons set forth in the said paragraph are entirely in accordance with your Petitioners' views, and offer, they

humbly submit, strong grounds for the legislative changes herein prayed for. For convenience of reference, your Petitioners have also hereunto annexed marked F copies of the correspondence upon this subject which was communicated to the public Press in Bombay by the Chamber of Commerce and published in the local newspapers on the 6th day of September 1889.

6. Your Petitioners submit that the custom referred to in para. 1 of this petition is one of universal acceptance among all Merchants in Bombay, and that therefore it is of the most vital importance to the whole of the Mercantile Community that your Excellency in Council should pass a short Act with as little delay as possible, putting the Railway Receipts of all Railway Companies on the same footing as Bills of Lading and declaring them instruments or documents of title under Sections 102 and 103 of the Indian Contract Act, 1882, or make provision for the use of a uniform Railway Receipt in India that shall come within the said Sections of the said Act.

Your Petitioners therefore pray that a short Act may be passed as soon as possible, declaring the Railway Receipts of all Railways in India instruments or documents of title under Sections 102 and 103 of the Indian Contract Act, or that provision may be made for the use of a uniform Railway Receipt in India that shall come within the said Sections of the Contract Act, or that such other provision may be made as your Excellency in Council may think expedient or desirable for effectuating the objects of this petition.

And your Petitioners will ever pray, &c.

IN THE COURT OF SMALL CAUSES AT BOMBAY.

(Before Mr. W. E. HART, Chief Judge.)

THE G. I. P. R. RAILWAY CO. .....*Plaintiffs*

vs.

HANMANDAS RAMKISSEN AND VIRJI HANSRAJ...*Defendants.*

Judgment was given by his Honour on 29th July 1889 in this case, in which the plaintiffs prayed for a declaration that the Railway Company might be discharged from all liability in respect of 181 bags of wheat, of the value of about Rs. 1,550, consigned by the first defendant Hanmandas from Bijapore through the plaintiffs in the name of one Chinn Dewkarn, and which goods arrived here on the 2nd ultimo at Waree Bunder, and are now in the hands of the plaintiffs, and are claimed by both the defendants; and that the plaintiffs might be awarded their costs of the suit—Rs. 107-11. Before the hearing of the case, the Railway Company brought the bags of wheat in Court, when the second defendant deposited Rs. 1,550, the amount in dispute, together with the costs of the suit, wharfage, and other expenses incurred by the Railway Company, who were discharged from the suit. The real contest was now between the first and the second defendants. Mr. Shamrao M. Rele, Vakeel, High Court, appeared for the first defendant, and Mr. Smetham, of Messrs. Chalk, Walker, and Smetham, represented the second defendant.

His Honour, in delivering judgment, said: This is an interpleader suit by the G. I. P. Railway Company against Hanmandas Ramkissen, the consignor at Bijapore, and Virji Hansraj, the claimant in Bombay, of 181 bags of wheat. By consent order of 20th June, the latter was given the conduct of the suit, and the Railway Company were discharged from further attendance. For present purposes, therefore, Virji Hansraj may be regarded as the plaintiff, and Hanmandas Ramkissen as the defendant, and, for the sake of convenience, I shall so style them. Though each party puts the other to proof of all the facts alleged, there was really little dispute about them, for neither was in a position to disprove those sworn to by the other. They were as follows:—The firm of China Devkarn in Bombay, consisting of three partners, sent an agent to Bijapore to arrange for the purchase and despatch to them in Bombay of consignments of wheat. This agent, having no acquaintance with the producers or local dealers, entered into an arrangement with the defendant, a grain merchant at Bijapore, whereby the latter purchased in his own name such wheat as China Devkarn's agent chose, and sent it down to Bombay, the agent drawing for the moneys payable in respect of it *hundis* payable at sight, on the firm of China Devkarn in Bombay, on the understanding that China Devkarn were not to have the wheat till they had paid the *hundi* drawn in respect of it. Most of the consignments were sent, in the first instance, to the defendant's agents in Bombay, to whom were also sent for collection all the *hundis* as soon as they were drawn, and they, of course, would not part with any consignment sent them before receiving payment of the *hundi* drawn in respect of it. But the first three consignments of 56, 104, and 181 bags were sent on 28th and 29th May to China Devkarn direct. In respect of these, China Devkarn's agent at Bijapore drew two *hundis* for Rs. 1,000 and Rs. 1,500 respectively. The former arrived in Bombay on 31st May, and was paid on 1st June. The latter, received here on the 1st June, was dishonoured on the 2nd. All the other *hundis* drawn in respect of the subsequent consignments sent to the defendant's Bombay agents were also dishonoured. On receiving the first two *hundis* from China Devkarn's agent at Bijapore, the defendant handed to him the three receipts of the Southern Mahratta Railway Company for the three consignments of 56, 104 and 181 bags, which had been despatched by the defendant's forwarding agent at the Bijapore Railway Station. These three railway receipts were immediately sent by their agent at Bijapore to China Devkarn in Bombay, and by China Kanji, a member of their firm, were endorsed to the plaintiff, to secure an advance of Rs. 2,000, on 31st May, in the following form, written across a one-anna receipt stamp:—"Signature of Th. China Devkarn. I have sold the delivery as per this receipt to Th. Virji Hansraj. The handwriting of China Kanji." The consignments of 56 and 104 bags and 73 bags out of the consignment of 181, had all arrived in Bombay by 2nd June, in bags bearing China Devkarn's marks, into which they had been packed by the defendant in his warehouse at Bijapore, and some of which belonged to China Devkarn, while others had been purchased for him and debited to his account by the defendant. The plaintiff applied to the Railway Company by his servant for delivery on 2nd June, and paid the full freight on all three consignments. But as the plaintiff's man signed the delivery order at the foot of the bills for freight in the name of the original consignee named in the

railway receipts, China Devkarn, instead of in the name of the indorsee, the plaintiff, the Company declined to deliver, until the plaintiff went personally, on the same 2nd June, to the goods station, scored out the name of China Devkarn written by his servant, and signed his own name to the delivery orders. The plaintiff's man then loaded into carts hired by him on the plaintiff's account of the carting agent at the goods station, who is not a servant of the Railway Company, and removed the 56 bags and the 104 bags. In the meantime, the defendant, being apprised at Bijapore of the failure of China Devkarn to pay the *hundi* for Rs. 1,500 in Bombay, telegraphed on the same 2nd June, to the Goods Traffic Inspector at Waree Bunder, as follows :—" 181 and 104 bags wheat, marked 596 and 598, don't deliver to China Devkarn till further intimation." This telegram appears on the face of it to have been received for transmission at 4 p.m., railway time. There is no proof of the exact time when it was received in Bombay. After the plaintiff's man had removed the 56 bags and the 104 bags, as we have seen, on 2nd June, and had loaded in like manner the 73 bags into the carting agent's carts, with a view to their removal, on the same day, the servants of the Railway Company refused to allow him to sign the receipt for the delivery of the 73 bags, without which, they would not issue the gate-pass allowing the last mentioned carts to leave the station yard. The reason given for such refusal was the receipt of the defendant's telegram. These 73 bags were then unloaded out of the carts, and together with the balance of the consignment of 181 bags, which subsequently arrived, were detained by the Railway Company. In this state of the facts, two main questions arise :—1st.—Had the defendant, on 2nd June, the right, under sec. 99 of the Indian Contract Act, to stop the 181 bags of wheat ? 2nd.—If so, is that right defeated by the plaintiff's right, under sec. 103 of the same Act ? Each of these raises several points, some of considerable nicety and mercantile importance. As to the first, I have to determine whether, at the time he purported to exercise his right of stoppage in transit, the defendant (*a*) was a " seller who had parted with the possession " of the 181 bags, and (*b*) " had not received the whole price, " (*c*) whether China Devkarn were " insolvent," (*d*) whether the goods where in course of transit to them. " Sale," as defined by sec. 77 of the Indian Contract Act, is the exchange of property for a price, involving the transfer of ownership from the seller to the buyer A. " Seller " would, therefore, be a person, exchanging his own property on these terms. But a long course of decisions in the English Courts, commencing with that of Lord Ellenborough in Feise *vs.* Wary (3 East 93), has established the proposition that a factor buying goods on his own credit on account and by order of a foreign principal, to whom he consigns them, and on whom he draws bills for the money due in respect of them, may, as regards the right of stoppage in transit, be considered, not merely an agent with a lien, but a vendor who has first brought the goods, and then sold them to his correspondent at cost *plus* his commission. (See " Benjamin on Sale," 4th edition, p. 844, and note (*d*) thereto.) I think therefore, that in the present case the defendant must be regarded as the " seller " of the 181 bags to China Devkarn and that he had parted with the possession of them before 2nd June, there is no question. The price of the three consignments, numbering together 341 bags, was Rs. 2,500, the amount of the two *hundis*,

of which only that for Rs. 1,000 was paid. This sum, in the absence of any specific appropriation by his debtor, the defendant has the right to appropriate as he pleases towards liquidation of the debt in respect of which it was paid. If he chooses to take it in part payment of the price of the 56 bags and 104 bags which he failed to stop in transit, amounting in all to about Rs. 1,173 out of Rs. 2,500, he has been paid nothing in respect of the 181 bags. Even if the whole Rs. 1,000 be appropriated towards payment of the price of the last mentioned consignment, which amounts to about Rs. 1,327 out of the Rs. 2,500 he has not been paid in full, and therefore he "has not received the whole price." That the firm of China Devkarn was insolvent on 2nd June, there can be little doubt. True it is that they paid the *hundi* for Rs. 1,000 on 1st June, but they failed to pay that for Rs. 1,500 on 2nd, and of the general inability to pay one's debts, which constitutes insolvency as defined at the end of the explanation to sec. 96 of the Indian Contract Act, "the failure to pay one just and admitted debt would probably be sufficient evidence." (See "Benjamin on Sale," 4th edition, p. 851.) But apart from this, the firm of China Devkarn is not shown to have made any payment after that of the *hundi* for Rs. 1,000 on 1st June. They certainly made default in respect of all the other *hundis* passed to the defendant, and the firm is shown to have been closed and to have suspended all payments to or three days after 2nd June, and to have subsequently filed a petition in insolvency. I think, therefore, that when they failed to pay the *hundi* for Rs. 1,500 on 2nd June, they were "insolvent" within the meaning of sec. 99 of the Indian Contract Act. On the question whether the goods were in transit between the defendant and China Devkarn at the time the former purported to exercise his right of stoppage, two points arise :— 1st, whether there was such a delivery of the whole consignment of 181 bags by the defendant to China Devkarn's agent of Bijapore, that the "transit," as defined in sec. 100 of the Indian Contract Act, never came into existence on the railway as between the defendant and China Devkarn ; and 2nd, whether the transit was determined, if not as regards the whole consignment of 181 bags, at least as regards the 73 bags, by delivery to the plaintiff's man at the goods station in Bombay on 2nd June. On the first of these points, it was contended that the packing of some of the grain into China Devkarn's bags at Bijapore, and the handing of the railway receipt to their agent there, amounted to so complete a delivery at Bijapore as would determine the seller's right of stopping in transit. But to show that this had been effected, it would be necessary to show that the *possession*, and not the *property*, only had passed, and for this purpose *constructive* possession only by the carrier would not suffice, but there should be *actual* possession by the purchaser or his agent. (See per Parke B. in James *vs.* Griffin, 2 M. & W. 633, and "Benjamin on Sale," 4th edition, p. 853.) Such actual possession by or on behalf of China Devkarn might have been contended for with more prospect of success could it have been shown that it was China Devkarn's agent who was the consignor of the goods at Bijapore. But this is not only denied without contradiction by the defendant ; it is inconsistent with the terms of the railway receipt, on the face of which the defendant appears as the consignor, and it was not even attempted to be shown that the 181 bags of wheat were ever in the actual possession of China

Devkarn's agent at Bijapore after they had left that of the defendant. The second point, however, is one of considerably greater moment. At the conclusion of the case it was admitted by the plaintiff's attorney that he could not contend that there had been a determination of the transit of the other bags, not yet arrived in Bombay on 2nd June, by reason of the delivery of the 73 bags, which had then arrived, to the plaintiff's man, albeit they formed a part of the same consignment. But as regards these 73 bags, he contended strongly that there had been such a delivery as determined their transit, and therefore, as regarded them, the right of stoppage was gone before it was sought to be exercised. At the hearing I was of the opinion—which I expressed during the progress of the plaintiff's case—that it might fairly be contended that these goods having been consigned for carriage to Waree Bunder, as appears from the railway receipt, the transit was ended on their arrival there, if not immediately, yet on payment on behalf of the consignee of the freight, when the Railway Company, their lien being satisfied, would cease to hold the goods as carriers. This opinion seems to find support in the remarks of all the Judges of the Appeal Court, who took part in the decision of Bethell *vs.* Clark (L. R. 20 Q. B. D. 615), especially those at the beginning of the judgment of Lopes, L. J. At any rate, I said, I thought, having regard to the definition of "delivery" in sec. 90 of the Indian Contract Act, that the Railway Company in allowing the plaintiff's man to load the 73 bags into his carts, and given him delivery, whereby the goods had actually come into the "possession of a person on behalf of the buyer," within the meaning of sec. 100 of the Indian Contract Act, so as to determine the transit. This opinion is corroborated by the remarks of Mr. Benjamin in his valuable Treatise on the Sale of Personal Property, 4th edition, pp. 854 and 855, where, in treating the subject of stoppage in *transitu*, and considering the question—when does the transit end?—he says: "But when the owner sends his own servant for the goods, the delivery to the servant is delivery into the actual possession of the master. If therefore, the buyer sends his own cart, or his own vessel, for the goods, they have reached the buyer's *actual possession*, as soon as the vendor has delivered them into the cart or vessel." At the same time, there is the authority of Jessel, M.R., as I shall presently point out, for holding that even delivery to the purchaser's agent in his own carts does not necessarily, in every case, as a proposition of law, end the transit. (See Merchant Banking Co. *vs.* Phœnix Bessemer Co., L. R. 5 C. D. 205, at page 219.) The withholding of the gate-pass and refusal of the Railway Company to allow the plaintiff's carts to leave the station yard with the 73 bags in them, I suggested, might be regarded as such an exercise of *vis major* as we can imagine on the part of a gigantic jeweller, who, after a customer has bought, paid, for and pocketed a ring, sets his back to the door, and refuses to let him leave the shop, because he has changed his mind about the bargain, but which cannot alter the fact or effect of the delivery once given. In this imaginary case, however, it might be that, immediately after handing over the ring, the shopman learned, or remembered, that he had no authority to part with it. In that case the question might arise, whether he had not the right to demand its restitution. So, too, if the Railway Company became aware that their authority to deliver any of the 181 bags to China Devkarn or their nominee had, in fact, been determined by the receipt of the defendant's

telegram, either before the arrival of the 73 bags in Bombay, or before the plantiff's man had taken possession of them after arrival, the question might arise whether the Company had not the right to prevent his removing them from the station yard, even if, by the practice of the Railway Company, the allowing a consignee to place the goods in his own carts was of itself, and without further check by the Company, considered a complete delivery of possession, as to which there was no evidence. The exact time at which the defendant's telegram was received by the goods Traffic Inspector at Waree Bunder then becomes important; and the burden is on the defendant to show that the authority of the Railway Company to deliver to China Devkarn or their nominee, evidenced by the railway receipt granted to him at Bijapore, wherein he appears as the consignor and China Devkarn as the consignee, had, in fact, been determind by him before it had been exercised by the Railway Company. As I have already stated, there is no proof of the exact time at which the defendant's telegram reached the goods Traffic Inspector at Waree bunder. I should, however, have no difficulty in finding as a fact that he had not received it before the 73 bags arrived. If he had, I think, he would almost certainly have prevented those bags from being loaded into the plaintiff's carts, and would probably also have stopped the 104 bags, which were included in the same telegram, 'and the removal of which was delayed by the mistake of the plaintiff's man in regard to the signature of the delivery order. Whether the defendant's telegram was received by the Goods Traffic Inspector at Waree Bunder before the 73 bags had been loaded into the plaintiff's carts, is more doubtful. On the one hand, there is the fact, that the telegram did not leave Bijapore till 5 p. m., railway time. But it was a line telegram between two railway stations, so that the same time would not be lost in its transmission and delivery as in the case of a telegram of the ordinary public service. We may take it therefore that it reached its distination very soon after 4 p.m., railway time. On the other hand, there is the fact that the 73 bags were not loaded into carts till after the removal of the 56 bags and the 104 bags, and the removal of these two consignments, as we have seen, was delayed by the mistake of the plaintiff's man in regard to the signature of the delivery orders. On this point, then, I am of opinion that the defendant's telegram certainly was not received before the arrival of the 73 bags, but that it probably was received before they had been loaded into the plaintiff's carts. If so, the delivery of the 73 bags into the plaintiff's possession, if this amounted to such delivery, having been made without authority, I think the railway company were entitled to resume possession of them before they had been removed. It is true that, according to section 100 of the Indian Contract Act., the transit would end when the good "come into the possession of the buyer." But I apprehend this means the *lawful* possession. Otherwise the transit might be determined by the theft, and a possession founded on unlawful giving is as illegal, though perhaps not so heinous as one founded on illegal taking. But apart from the railway company's right to revoke a delivery of possession unauthorizedly and unadvisedly given, there seems to be authority binding on me for holding that in such a case as the present, the railway company have not completely delivered possession of the goods till they have parted with all control of them by issuing a

gate-pass and allowing their removal. In a judgment delivered on 15th March, 1889, in the case or Haji Sher Mahomed *vs.* the B. B. & C. I. Railway Company, Scott, J., said:—"The plaintiff also set up a case of such delivery having taken place as to transfer the property of the goods to him. Some of the goods were certainly put into carts hired by the plaintiff, but the carts could not leave the railway yard without a gate pass, and the goods were recalled by the company before the gate-pass was issued. I do not think they had parted with the control of even part of the goods, and consequently there was no delivery." It is true that judgment is not yet reported, but no question was raised as to the fact of Scott, J., having ruled to the effect I have stated, nor was it suggested that that ruling has since been questioned. Rulings of the High Court of Bombay on points of law, I apprehend, so long as they stand unreversed should always be binding on this Court, and the fact of their being reported I take to affect, not their authority, but their publicity. There can be no question that reported judgments of the Bombay High Court are always treated as binding on this Court. But if I am satisfied otherwise than by its publication in the Indian Law Reports, that a certain judgment was, in fact, the judgment of the High Court, I fail to see, why it is not equally binding on me. It is also true that the question before Scott, J., was not that of a *possession* sufficient to end the *transit*, but of a *delivery* sufficient to pass the *property*. But the possession in the present case exists by reason of the delivery, and Scott, J., distinctly holds (possibly, however, on evidence that was not before me, as to the practice, the railway company in giving possession) that there is no delivery till the company have completely parted with control of the goods by granting the gate-pass. There is also another point which seems to me to tell strongly in favour of the defendant's right to stop the 181 bags in transit. It is proved by him, and not even denied by the plaintiff, that the agreement between the defendant and China Devkarn's agent at Bijapore was to the effect, that China Devkarn should not have the goods till they had paid the price—that is to say, China. Devkarn were bound to pay the *hundis* before they took delivery from the railway company. But a nominee of China Devkarn taking delivery on their behalf could, ordinarily, be in no better position. In the case of the Merchant Banking Co. *vs.* Phœnix Bessemer Co. (L. R. 5 C. D. 205), to which I have already referred, Jessel, M. R., says (at p. 219) that the question whether the delivery of goods into the purchaser's own carts ends the transit is one "of inference from known facts as to what the real intention of the parties was." Here, from the fact of the agreement between the defendant and China Devkarn's agent at Bijapore, that China Devkarn were not to have the goods till they had paid the *hundis*, we may infer that the intention was that the transit was not to end simply by the placing of the goods in the carts, but that the defendant's right of stoppage was to continue even then, and while the carts were on their way from the station yard to the consignee's warehouse if the *hundis* were still unpaid; though, no doubt, the latter might show, as the plaintiff seeks to show here, that he has acquired a superior right, which by operation of the law defeats the existing right of the defendant. Now it is an axiom of the law that the Courts favour the right of stoppage in transit. This is enunciated by

Lord Esher in the last reported English decision on the subject, Bethell *vs.* Clark (L. R. 20 Q. B. D. 615), and is explained by Mr. Benjamin in his Treatise on the Law of Sale of Personal Property (4th edition, p. 843), citing Lord Henley, L.C., in D'Aquila *vs.* Lambert (2nd edition at p. 77), on the ground of the iniquity of applying one man's goods to pay another man's debts. Having regard to this principle, to the probability of the defendant's telegram having been received before the plaintiff's man had loaded the 73 bags into the carts, to the condition of the payment of the *hundis* before taking delivery of the goods and to the authority of the judgment of Scott, J., I think I ought to hold on the first main question that the defendant had, on 2nd June, the right, under section 99 of the Indian Contract Act, to stop all the 181 bags, as well as the 73 in the carts at the goods station, as the other 108, which had not arrived in Bombay before receipt of the defendant's telegram. But this is a right subject to that of a pledge under section 103. I therefore pass now to the second main question, and have to consider (*a*) whether the railway receipt is an "instrument of title" to the goods mentioned in it, (*b*) whether it was assigned by China Devkarn "by way of pledge," (*c*) "to secure an advance made specifically upon it," (*d*) "in good faith." As to the three last mentioned points, I have no doubt they should all be found in the plaintiff's favour. There was no evidence to contradict that of the plaintiff, that the three railway receipts for 56, 104, and 181 bags were endorsed and handed over to him by a partner in the firm of China Devkarn, to secure an advance of Rs. 2,000, made against those three consignments. It was suggested that this was not done "in good faith," because the plaintiff must have known at the time that China Devkarn were insolvent. But of their insolvency on the date of the advance (31st May), there was no evidence still less of the plaintiff's knowledge of it. Indeed, the presumption is rather to the contrary effect, from the fact that, on 1st June, the firm of China Devkarn were meeting their liabilities, as evidenced by the payment on that day of the *hundi* for Rs. 1,000, which had been drawn in respect of part of the price of these same three consignments. A question of some difficulty, and considerable importance, however, arises on the first point, whether the railway receipt for the 181 bags is such an "instrument of title" as falls within the operation of sec. 103 of the Indian Contract Act. This section, in its general purport, seems intended to give effect in this country to the provisions of the English Factors Act, 1877, sec. 5, in regard to pledges, as the preceding section does in regard to sub-vendees of the purchaser. Neither the Indian Contract Act nor the Factors Act, 1877, attempt to define all the documents, the assignee of which has a claim superior to vendor's right of stoppage in transit. This defect in the English Act is remedied to a great extent by the definition in sec. 4 of the Factors Act, 1842. Though neither of the English Acts is expressly applicable in this country, yet, I think, reference may fairly be made to them, and the decisions on them for the purpose of construing the general terms of the Indian Act, nowhere more precisely defined, which has in view apparently the same object as the English, and the framers of which must have had the provisions of the English law in their minds. But here a new difficulty presents itself. In both the English Acts as also in sec. 102 of the

Indian Contract Act, the claim preferential to the vendor's right rests on what is described as a "document" of title, while in sec. 103 of the Indian Contract Act that preferential claim is based on an "instrument" of title. In ordinary parlance, no doubt, people are in the habit of using the words *document* and *instrument* as synonymous. Yet that there can be a distinction is plain from the derivation. Document, from *docere*, might be that which simply shows the existence of a title, while instrument, from *instruere* might be that which in itself actually furnishes the title. Thus a receipt for rent might be a *document*, while the lease was the *instrument*, of the tenant's title. Seeing that there can, and in strictness perhaps we might say, ought to be a distinction in the meaning of the two words, it is hard to see how the Legislature came to use the two different words in two immediately consecutive sections of the same Act, except with the intention of preserving and expressing the distinction between them. I cannot, however, find that this point has ever been noticed, either in the judicial decisions, or text-writer's commentaries, on secs. 102 and 103 of the Indian Contract Act. On the contrary, Messrs. Cunningham and Shepherd, at p. 283 of the 4th edition of their work, in the very second line of their notes to sec. 103, expressly treat the "instrument of title" mentioned in that section as the exact equivalent of the "document evidencing title mentioned in sec. 102. On the other hand, if the distinction were insisted on, it would seem to place the pledge of the purchaser in a worse position than his sub-vendee. Not only is there no apparent reason for this, but I think the Legislature would have inserted some express and unmistakeable provision for the purpose had they intended it. Having regard to this, as well as to the common habit I have noticed of using the two words as synonymous, and to the fact that elsewhere in the Indian Contract Act, it is always a *document* and not an *instrument* that is mentioned (see secs. 102, 108 and 178), I think I should take the "instrument" of sec. 103 as simply equivalent to the "document" of sec. 102 and the English Factors Acts. If so, then in determining whether the railway receipt on which the plaintiff relies in this case, is such an instrument of title as gives him the right to insist on the satisfaction of his claim as pledgee before the defendant can enforce his right of stoppage in transit, we shall derive assistance from the distinction which Benjamin at p. 785 of the 4th edition of his work on sale points out beween "a document of title transferable by endorsement, and which represents, and is intended to represent, the goods and a wharfinger's certificate that the goods are ready for delivery, in discussing the case of the Merchant Banking Co. *vs.* Phœnix Bessemer Co. (L. R. 5 C. D. 205), to which I have already referred. Even a wharfinger's certificate, Benjamin points out at p. 786 of his book, may be a document of title, if, in the right form, making the goods deliverable to the grantee or his assigns by endorsement, and representing the goods. In the case of the Merchant Banking Co. *vs.* Phœnix Bessemer Co. (L. R. 5 C. D. 200), Jessel, M. R., taking into consideration as well the form of the warrant, as the usage of the trade and the course of dealing between the parties, held that the document in question there was sufficient to pass to the pledgees the goods free from any vendor's lien. In the present case the consideration of trade usage and course of dealing can hardly be said to arise. The railway receipt in question is one of the Southern Mahratta Railway Company,

which has been in existence but a very short time, nor do there seem to have been any dealings between the parties before those in question in this suit. At the same time such little evidence as there was in regard to the trade usage was all in the plaintiff's favour, absolutely uncontradicted by the defendant, and to the effect that railway receipts of the Southern Mahratta Railway Company are endorsed from one holder to another, frequently many times, each time upon a one-anna receipt stamp, and are considered as representing the goods, and entitling the last endorsee to delivery, to such an extent that many merchants in Bombay advance money to the amount of several lakhs of rupees yearly on such receipts. In form the receipts of the Southern Mahratta Railway Company are peculiar. They principally differ from those of the older companies (the G. I. P. and the B. B. & C. I. Railway Companies), which, before the opening of the Southern Mahratta line, used most commonly to be seen here, in this, that at the foot of the receipt is printed in English and Mahratti the following clause:—"This receipt must be produced by the consignee, or the goods will not be delivered; if he does not himself attend, he must endorse a request for delivery to the person to whom he wishes it made. If the consignment or this railway receipt is sold one or more times, the endorsement must be a distinct order to deliver to a certain person or firm, and this order must be on a one-anna stamp. If more than one order appear on the face hereof, each order must bear a stamp." This document, no doubt, differs from the warrant in question in the case of the Merchant Banking Co. *vs.* Phœnix Besseiner Co. in not having been granted direct by the vender to the purchaser. But it resembles it in bearing on its face terms apparently purporting to make of it a negotiable instrument representing the goods, passing by endorsement and delivery, and entitling the endorsee to the goods. It was said that it was *ultra vires* of the company to impose such terms, as being in some way derogatory of the prerogative of Government in regard to the provisions of the Stamp Act. I am not sure that I understand the argument, but I see nothing *ultra vires* in a carrier making it a condition of his contract to carry that he will deliver only to the person who produces a particular form of voucher. In this case the condition apparently contemplates a voucher in the form of a negotiable instrument, itself representing the goods, for, after the provision insisting on endorsement it says, "If the consignment *or this railway receipt is sold*, &c." Even if the condition imposed by the railway company be not sufficient in itself to make of their receipt "a document of title transferable by endorsement, and which represents, and is intended to represent, the goods," at least it is evidence that it is so regarded by those who deal with the Mahratta Railway Company as carriers on the terms of that condition, and to that extent corroborates the plaintiff in his evidence regarding the trade usage, while the defendant admittedly consigned his goods on those terms to the purchaser, to whom also he handed the receipt in which they are contained, presumably with knowledge of their effect. I am therefore, of opinion that the railway receipt in this case with its endorsement, on which the plaintiff relies, is such an "instrument of title," as is contemplated in sec. 103 of the Indian Contract Act. I am told that Farran, J., inclined to the same opinion in regard to a similar receipt in the case not yet reported of Chunilal Jopraj *vs.* G. I. P. Railway Company, decided by him in the High Court on the 30th

June 1887, in which, however, it was not necessary for him distinctly to decide the point. The consequence is that, though the defendant has the right to stop these goods in transit, he cannot, in the present instance, enforce that right without first satisfying the plaintiff's claim against them, which amounts to Rs. 1,284-8. This conclusion on the second main question renders a finding on the first, strickly speaking, unnecessary. But in the view of the probability of the parties taking this case further, I have thought it better to record a distinct decision on each question. I have considered and discussed them at a greater length than the amount actually in dispute between the parties would perhaps seem to warrant. My excuse must be the novelty and importance to the mercantile community of some of the points involved especially those of the defendant's right of stoppage in transit in regard to the 73 bags after they had been loaded into the plaintiff's carts at the goods station, and the plaintiff's right as endorsee of the railway receipt of the Southern Mahratta Railway Company. I feel that on these points at least a more authoritative decision would be of value, and, if the parties desire it, shall be glad to state a case for the opinion of the High Court. In the meantime, the order must be that out of the amount paid into Court, the plaintiffs—the railway company—be paid the costs of the institution of this suit Rs. 107-11 and Rs. 200 warfage on 181 bags, and the balance be paid to the second defendant, Virji Hansraj, who also recovers from the first defendant the cost of the suit Rs. 107-11 and Rs. 90 professional costs.

No. 49.

GOODS RECEIPT NOTES.

SOUTHERN MAHRATTA RAILWAY,

BIJAPUR STATION, 28*th May* 1889.

Consignee.	No. of Article.	Description.	Mds.	Seers.	Rate.	To pay. Rs.	a.	Remarks.
China Devkarn...	56	Bags Wheat.	162	18	0/1/6	15	4	592
					0/6/0	61	13	A.B.
	(Fifty-six only.)					77	1	

This Receipt must be produced by the Consignee, or the goods will not be delivered. If he does not himself attend, he must endorse a request for delivery to the person to whom he wishes it made. If the Consignment or this Railway Receipt is sold one or more times, the endorsement must be a distinct order to deliver to a certain person or firm, and this order must be on a one-anna stamp. If more than one order appear on the face hereof, each order must bear a stamp.

(Sd.) B. D.

I hereby certify that I am aware that the Southern Mahratta Railway has received the undermentioned goods, subject to the conditions noted on the back, and that I agree that it should receive them, subject to these conditions.

(Sd.)_____

IN THE COURT OF SMALL CAUSES AT BOMBAY.

SUIT No. $\frac{186}{14315}$ OF 1889.

THE G. I. P. RAILWAY Co.....*Plaintiffs*

vs.

HANMANDAS RAMKISSEN AND VIRJEE HUNSRAJ.....*Defendants.*

Case stated for the opinion of the Hon'ble the Judges of the High Court by W. E. Hart, Chief Judge of the Court of Small Causes at Bombay.

1. This was an interpleader suit brought by the G. I. P. Railway Co. to determine the question of title to 181 bags of wheat in their hands, which the first defendant claimed to stop in transit, as the unpaid vendor of the insolvent consignee, and of which the second defendant claimed delivery as the holder of the railway receipt of the Southern Mahratta Railway Company for the goods endorsed to him by the consignee to secure an advance made on them.

2. These 181 bags formed one of 3 consignments of 56, 104 and 181 bags which were consigned by the first defendant at Bijapur on the 28th and 29th May 1889, to the firm of China Devkarn in Bombay at the request of their agent in Bijapur, on the understanding that the consignees were not to have the wheat till they had paid the hundis drawn in respect of it.

3. The hundis so drawn by China Devkarn's agent in Bijapur in respect of these 3 consignments were two in number, for Rs. 1,000 and 1,500 respectively, drawn on the firm of China Devkarn in Bombay and payable at sight, and were sent by the first defendant to his agents in Bombay for collection.

4. The former of these 2 hundis arrived in Bombay on 31st May, and it was paid on 1st June. The latter which arrived here on 1st June was dishonoured on the 2nd by the firm of China Devkarn who afterwards stopped business and filed a petition in insolvency.

5. On receiving these 2 hundis from China Devkarn's agent at Bijapur, the first defendant handed to him the 3 receipts of the Southern Mahratta Railway Company for the 3 consignments of 56, 104 and 181 bags which had been despatched by the first defendant's forwarding agent at the Bijapur Railway station.

6. The form of receipt in use by the Southern Mahratta Railway Company is somewhat pecular, and differs from that used by the other and older Railway Companies in Bombay, especially in the notification printed in English and Marathi at the foot of it. I would therefore solicit particular attention to the railway receipt, Exhibit B (original annexed), for the 181 bags which form the subject of this suit.

7. The 3 railway receipts, mentioned in para. 5, were immediately sent by their agent at Bijapur to the firm of China Devkarn in Bombay, and by China Kanji, member of that firm, were endorsed to the second defendant to secure an advance of Rs. 2,000, on 31st May, in the following form written across a one-anna receipt stamp :—" Signa-

ture of Th. China Devkarn. "I have sold the delivery as per this receipt to Th. Virji Hunsraj. The handwriting of "China Kanjee."

8. The consignments of 56, 104 and 73 bags, out of the consignment of 181, had all arrived in Bombay by 2nd June in bags bearing China Devkarn's marks, into which they had been packed by the first defendant in his warehouse at Bijapur, and some of which belonged to China Devkarn, while others had been purchased for them and debited to their account by the first defendant.

9. The second defendant applied to the Railway Company by his servant for delivery on 2nd June and paid the full freight on all 3 consignments. After some delay owing to a mistake of this servant in regard to the signature of the delivery order at the foot of the plaintiffs' advice notes accompanying their bills for the freight, he was allowed to remove the 56 bags and the 104 bags in carts hired by him on the second defendant's account from the Carting Agent at the Wari Bunder Goods Station, who is not a servant of the plaintiffs.

10. After the 56 bags and the 104 bags had been so removed, the second defendant's servant without objection on the part of the plaintiffs, in like manner loaded into the Carting Agent's carts, with a view to their removal, the 73 bags which had then arrived out of the consignment of 181 bags. But on his proceeding to sign a receipt for the delivery of these goods, the plaintiffs' servants refused to allow him to do so, and without such receipt they would not issue the gate-pass necessary to allow the carts to leave the station yard with the 73 bags. These were accordingly unloaded, and together with the balance of the consignment of 181 bags, which subsequently arrived, were retained by the plaintiffs.

11. The reason given for this refusal on the part of the plaintiffs' servants was the receipt of a telegram despatched by the first defendant from Bijapur (on being apprised of the failure of China Devkarn to pay the hundi for Rs. 1,500) on the same 2nd June to the Goods Traffic Inspector at Wari Bunder in the following terms :—"181 and 104 bags wheat marked 596 and 598 don't deliver to China Devkarn till further intimation."

12. There was no proof of the exact time when this telegram was received by the Goods Traffic Inspector at Wari Bunder ; I found, however, that he had certainly not received it before the 73 bags were received at Wari Bunder, but had probably received it before they had been all loaded into the carts.

13. It is usual in Bombay among merchants engaged in the grain trade for Railway receipts of the Southern Mahratta Railway Company to be endorsed by one holder to another frequently many times, and each time upon a one-anna receipt stamp. These receipts so endorsed are considered as representing the goods and entitling the last endorse to such an extent that many merchants in Bombay advance money on them to the amount of several lakhs of rupees yearly.

14. On these facts I held in regard to the first defendant's right of stoppage in transit under Section 99 of the Indian Contract Act, first on the authority of *James vs. Griffin* (2 M.W. 633) and "Benjamin on Sale," 4th edition, page 853, that there had not been such a delivery of

possession of the 181 bags to China Devkarn's agent at Bijapur as disentitled the first defendant to exercise his right of stoppage in transit, and *accordingly* that there had not been such a delevry of possession to the second defendant's servant at Wari Bunder as determined the first defendant's right of stoppage in transit in regard to the 73 bags. This ruling was based having regard to the action enunciated in *Bethll vs. Clark* (L. R. 20, Q. B D. 615) that the Courts should favour the right of stoppage in transits (see also " Benjamin on Sale," 4th edition, page 843) partly on the determination by the first defendant's telegram of the plaintiff's authority to deliver to China Devkarn, partly on the authority of the judgment of Scott J. in the unreported case of *Hajee Sher Mahomed vs. The B B. & C. I. Railway Company*, and partly on the fact of the agreement between the first defendant and China Devkarn's agent at Bijapur that China Devkarn were not to have the goods till they had paid the hundi, as to which see the remarks of Jepel M. R. in *The Merchant Banking Co. vs. The Phœnix Bessemer Co.* (L. R. 5, C. D. 205 at page 219).

15. I therefore consider the first defendant, as the unpaid vendor of the insolvent firm of China Devkarn on 2nd June 1889, had the right under Section 99 of the Indian Contract Act to stop in transit the whole consignment of 181 bags as well those then loaded into the carts at the Wari Bunder Station as those which had not then arrived.

16. But this right of the first defendant I held to be subject to the right of the second defendant under Sec. 103 of the Indian Contract Act, as though, having regard to *The Merchant Banking Co. vs. The Phœnix Bessemer Co.* (L. R. 5, C. D. 205) and the remarks at pages 785 & 786 of the 4th edition of " Benjamin on Sale," that a document in the form of the annexed receipt of the Southern Mahratta Railway Company with its endorsement, which the evidence (I think) shows to be so treated in the local usage of the grain trade as I have pointed out in para. 13, was " an instrument of title " within the meaning of Section 103 of the Indian Contract Act, and that by its endorsement and delivery to the second defendant under the circumstances hereinbefore set forth, it had been sufficiently " assigned " within the meaning of that Section.

17. It appeared that after giving credit for the net proceeds realized by the sale of the 56 and 104 bags, there still remained a balance due to the second defendant in respect of his advance of Rs. 2,000 as a charge on the remaining consignment of 181 bags. I therefore held that the first defendant could, as against the second defendant, exercise his right of stoppage in transit as regards these bags only on payment of that balance.

18. Against this decision the first defendant desires to have a case stated for the opinion of the High Court on the questions—1st, whether the railway receipt of the Southern Mahratta Railway Company in the form annexed is in the circumstances above set forth an instrument of title within the meaning of Section 103 of the Indian Contract Act ; 2nd, whether by so endorsing and handing it over as aforesaid, the firm of China Devkarn assigned the said railway receipt to the second defendant within the meaning of the said Section. To these questions the second defendant desires to add : 3rd, whether the

facts above set forth show such a delivery of the 181 bags to China Devkarn's agent at Bijapur as to deprive the defendant of his right of stoppage in transit; 4th, whether there was such a delivery of the 73 bags to the second defendant's servant at Wari Bunder as determined the right, if any, of the first defendant to stop the same in transit.

19. Each defendant has deposited in this Court the sum of Rs. 25 to cover the costs of this reference, and the first has also paid into this Court the sum of Rs. 197-11 as the costs of the suit; and the professional costs of the second defendant to abide the result of this reference. I therefore respectfully submit for the opinion of the Hon'ble Judges of the High Court the four questions above stated, and in case their Lordships should require any further information I have annexed hereto a copy of my judgment delivered on 29th July 1889.

No. 604—OF 1890.

JUDICIAL.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 30*th June* 1890.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the CHIEF SECRETARY to the GOVERNMENT of BENGAL, Judicial, Political and Appointment Departments.

SIR,—I have the honor to acknowledge your letter No. J. 16 $\frac{R}{2}$ 2, dated 10th of June current, forwarding for an expression of the opinion of this Chamber of Commerce copy of a Resolution of the Government of India, in the Department of Finance and Commerce, No. 2341, dated 12th May, ultimo, with its enclosure, on the subject of the proposal that Railway receipts should be declared to be transferable and negotiable instruments carrying title to property like Bills of Lading.

This subject has on more than one occasion had the attention of the Committee and with the papers forwarded with your letter under reply, before them, the Committee have carefully reviewed the whole discussion and see cause to modify the opinion expressed in my letter to the Government of India, dated 29th of April 1887. The question is surrounded with serious practical difficulties, the consideration of which induces the Committee to adopt the conclusion that it will be better to leave things as they are at present. In support of this view, they would beg to draw your attention to a letter on the subject, No. 7747, dated the 31st of December 1888, from Messrs. Morgan and Co., Solicitors of this city, to my address.—I have, &c.,

S. E. J. CLARKE, Secretary.

No. 7747.

INDIAN RAILWAY BILL.

S. E. J. CLARKE, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—Referring to your recent call we understand that we are asked to indicate the grounds which may render it inexpedient for the Chamber to support the proposal to invest a Railway receipt with the status and legal incidents of a Bill of Lading.

A Bill of Lading is a document of title and by the endorsement and delivery thereof property in the goods is transferred from hand to hand.

A Railway receipt is merely evidence of a contract to carry goods from one station to another and to deliver such goods to a specified person (the consignee).

As the law now stands the Railway has no concern with questions of title and is only liable to make right delivery to the consignee. But in case of the Insolvency of the consignee the Railway is bound to recognise an order by the consignor (*if any unpaid vendor* to stop the goods in transit and (2) If the relationship of consignor and consignee is not that of seller and buyer the Railway is also bound to recognise an order by the consignor (if he paid the freight) to alter the destination of the goods.

By taking from a Railway receipt its simple character, as above described, and investing it with the status and legal incidents of a Bill of Lading new and heavier responsibilities will be thrown upon the Railway.

In the first place the proposed change will throw upon the Railway the necessity of holding every consignment until production of the Bill of Lading, as without such production it would be impossible for the Railway officials to decide who was entitled to delivery. Secondly, the whole risk of forged and irregular endorsements would be thrown upon the Railway, thirdly in the event of a claim by an unpaid vendor to stop the goods the Railway would have to consider questions (as to the good faith of the holder of the Bill of Lading, and as to the valuable consideration given) with which they now have no concern.

There can be no doubt, we think, that legislation such as that proposed would oblige Railway carriers to introduce considerable alterations in their mode of conducting business. Amongst other things provision would have to be made for submitting all endorsements (especially vernacular endorsements) on Bills of Lading to a similar check to that to which endorsements on Government Securities are now subjected in the Public Debt Office.

It appears to us that what the Chamber has to consider is whether the new system will not be likely to create such delays in the delivery of goods, and such annoyances in the procedure necessary for procuring delivery as will more than counterbalance the advantages which are sought by the proposed change of the law.

Moreover in view of the large interest which Government has in Railways it is more than probable that in the interests of Railways, they will refuse to throw upon Railways liability for forged and irre-

gular endorsements on Bills of Lading a liability which it is to be observed has never yet been imposed upon Railways in England. It is probable that if the Government accept the proposal to invest Railway receipts with the status of Bills of Lading this change in the law will be safe guarded, in the interests of the Railways, by protection of a similar kind to that which Bankers enjoy in respect of cheques paid by them. If a Banker in good faith and in ordinary course of business pays a customer's cheque he is under no liability although it turns out that one or more of the endorsements was forged. The proposed Act would in all probability be so framed that, while vesting the property in the goods in the holder in due course of the Bill of Lading the Railway will be protected from liability for forged or irregular endorsements.

It is very questionable whether it is expedient to urge a change of law which, if safe guarded in the manner suggested, would put the merchant in a less favourable position than that which he now occupies. The present system under which the Railway is liable for misdelivery seems, from the merchant's point of view, preferable to one which in most cases would free it from such liability.—Yours, &c.,

MORGAN & Co.

RAILWAY RECEIPTS.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 11*th July* 1890.

The SECRETARY to GOVERNMENT, North-Western Provinces and Oudh, Naini Tal.

SIR,—I am instructed to acknowledge receipt of your letter No. $\frac{3718}{\text{x}598}$ dated the 29th May, enclosing copy of Government of India Resolution, Finance and Commerce Department, No 2341, dated 12th idem, on the question of giving to Railway Receipts the same legal effect as bills of lading.

2. The point at issue effects two distinct interest, *viz* that of the mercantile community and that of the carrying companies. The Committee have carefully considered the matter in all its bearings, and after having attentively studied the correspondence embodied in the Resolution above referred to, they are of opinion that in its commercial aspect the proposed change is a desirable one, as calculated to place transactions between the ports and the producing centres, on a more secure basis than at present, and thereby likely to give encouragement to a freer development of trade. So far, they consider that the Bombay Chamber of Commerce has made out a strong case for legislation.

3. On the other hand it cannot be overlooked that if the *status* of the bill of lading were conferred on the railway receipt, without certain reservations, the relations in which the Railway Companies now stand to their trading constituents would be materially altered; that in all probability a more experienced staff would be found requisite, and it is conceivable this together with increased liability would eventually necessitate or be held to justify an enhancement of existing tariff charges generally.

4. The Committee therefore feel unable, at present, to offer a more decided opinion on the merits of the case. They would venture to recommend, however, that as the Legal Adviser of the India Office appears to think it would be possible, by legislation, to protect the Railway Companies from an undue increase of responsibility, it might be of advantage if the Government of India would take steps to have the suggestion worked out and put into practical form. The whole matter could then be re-discussed, when a wider expression of public opinion has been elicited, in the light of definitely described methods by which objectionable potentialities could be avoided in shaping a legal enactment that would virtually fulfil the purposes of the proposal advanced by the Bombay Chamber of Commerce.—I have, &c.,

W. B. WISHART, Secretary.

BENGAL NATIONAL CHAMBER OF COMMERCE,
CALCUTTA, 12*th July* 1890.

From the HONORARY SECRETARY, BENGAL NATIONAL CHAMBER of COMMERCE, to C. C. STEVENS, Esq., C.S., Chief Secretary to the Government of Bengal.

SIR,—By desire of the Committee of the Bengal National Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. J. 16 $\frac{R}{2}$ 3, dated the 10th June last, and the enclosed copy of a Resolution of the Government of India, No. 2341, Department of Finance and Commerce, with accompanying papers. In reply, the Committee beg to submit the following observations on the suggestion made by the Bombay Chamber of Commerce, that legislative action should be initiated for rendering railway receipts transferable and negotiable instruments, carrying a title to property in the same way as bills of lading.

Of late years a practice has been growing up amongst merchants, both European and Native, of advancing and borrowing money on the security of railway receipts, and of otherwise treating them exactly on the same footing as bills of lading. In fact, it was so long understood that railway receipts were quite as much negotiable and transferable by endorsement and delivery as bills of lading, until doubt was cast upon the validity of such transactions, by a recent decision of the Bombay High Court; and as a necessary sequence, merchants now-a-days feel it a little unsafe to make advances on the security of railway receipts.

There can be no doubt that in India, where goods have to travel long distances by rail, and are several days on their way, before they reach their destination, it is extremely desirable, and it would greatly facilitate commercial transactions if railway receipts were legalised as negotiable and transferable documents like bills of lading.

As matters stand at present, a railway receipt is not, legally speaking, negotiable, nor capable of passing the property in goods when endorsed. A merchant who has to make advances on the security of railway receipts, is exposed to the risk of having the goods, covered by such receipts, stopped *in transitu* by an unpaid vendor, and being claimed by the Official Assignee in case of the consignor's insolvency, and claimed on the ground that the consignor was not the true owner

of the goods. The Committee beg most respectfully to observe that it is indeed an anomaly that railway receipts should be treated differently from bills of lading. Such a course is sure to hamper and handicap the growing trade of the country, while, by making railway receipts negotiable, trade would be greatly developed and increased.

To use the words of Sir D. M. Petit—

"If the railway receipts will be negotiable, the merchant will be able to obtain advances on his goods, and thus by free circulation of his money, he will be able to invest the money received by advances in the purchase of other goods."

The Committee most respectfully beg to submit that they cannot see any reasonable objection to placing railway receipts on a par with bills of lading,—for it will be evident from the forms of receipts granted by the several State Railways, that they treat railway receipts to a certain extent as bills of lading. True it is that some responsibility would be thrown on the railway administration, by making railway receipts negotiable; but such a consideration should not be allowed to outweigh the great convenience and advantage that would be afforded to the mercantile community by rendering railway receipts negotiable documents. Even the legal advisers to Government, and the agents to several railways are in favour of such a course.

Under all these circumstances my Committee most respectfully pray that His Excellency the Governor-General in Council would be pleased to take legislative action for making railway receipts transferable and negotiable instruments, carrying a title to property in the same way as bills of lading.

Before concluding, my Committee would beg to observe, that the apprehension entertained in some quarters, that the proposed changes would be prejudicial to the interests of merchants engaged in internal trade, is quite unfounded.—I have, &c.,

SITA NATH ROY, Honorary Secretary,
Bengal National Chamber of Commerce.

No. 1468 OF 1890.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 19*th June* 1890.

READ—

Government Resolution No. 1242, dated 2nd June 1887; Government Resolution No. 176, dated 25th January 1888; and Government Resolution No. 638, dated 23rd March 1888, from the Secretary to Government in the Financial Department, No. 1829, dated 29th May 1890.

Transfers, for disposal, copy of Resolution of the Government of India in the Department of Finance and Commerce, No. 2341, dated 12th May 1890:—

"READ—

Office Memoranda from the Legislative Department, Nos. 551 and 625, dated the 19th and 28th March 1890, respectively, transferring for disposal—

(1) A letter from the Bombay Chamber of Commerce, dated the 11th February 1890, urging legislative action on

its proposal that railway receipts should be recognised as negotiable and transferable instruments, carrying a title to property in the same way as bills of lading;

(2) A letter from the Madras Chamber of Commerce, dated 25th February 1890, and a memorial from the leading native merchants and commission agents in Bombay, supporting the proposal.

RESOLUTION.—Considering the strong expressions of opinion in support of the proposal contained in the communications cited above, and the equally strong opinions adverse to it which have been received by Government, it seems desirable that the question should be again fully considered by the mercantile community generally. For this purpose the papers on the subject have been printed in convenient form, and copies of the collection should be transmitted to all Local Governments, and published in view to eliciting as wide an expression of public opinion as possible on the question at issue. The Government of India also wishes to obtain the opinion of Local Governments and Administrations."

RESOLUTION.—Copies of all papers on which the Government of India desire to elicit an expression of opinion should be furnished to the Legislative and Marine Departments, also to the Consulting Engineer for Railways and the Railway Administrations under the control of the Government of Bombay and to the Chairman of the Chamber of Commerce.

2. The papers should be sent to the Superintendent, Government Central Press, for re-publication in the *Bombay Government Gazette*.

H. O. SELBY,
Under-Secretary to Government.

To

The Legislative Department, Secretariat.
The Marine Department, Secretariat.
The Consulting Engineer for Railways.
The Chairman, Chamber of Commerce, Bombay.
(By endorsement No. 1469.)
The Agent, Great Indian Peninsula Railway Company.
The Agent, Bombay Baroda & Central India Railway Co.
The Agent and Chief Engineer, Southern Mahratta Railway Company.
The Manager Bhavnagar-Gondal-Junagad Porbandar Railway.
The Manager, Morvi Railway.
The Superintendant, Government Central Press.
The Editor's Table.

} With accompaniments.

No. 1469 OF 1890.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 19*th June* 1890.

Copy forwarded to the Chairman, Chamber of Commerce, Bombay.

H. O. SELBY,
Under-Secretary to Government.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

ENCLOSURE TO RESOLUTION NO. 2341 OF 1890.

Proposal that railway receipts should be declared to be transferable and negotiable instruments, carrying a title to property like bills of lading.

This proposal was first made by the Bombay Chamber of Commerce in a letter addressed to the Legislative Department of the Government of India. The Chamber's proposal was afterwards supported by the Chambers of Madras and Bengal.

The Madras Chamber wrote on 8th December 1886 as follows :—I have the honour to state, for the information of the Government, that this Chamber has been favoured by the Bombay Chamber with a copy of the letter which it addressed to you on the 10th ultimo, asking that legislative action may be taken to place railway receipts on the same footing as bills of lading.

The opinions expressed by the Bombay Chamber are shared by the mercantile community of Madras, and I am desired to say that this Chamber entertains the hope that the Government will be pleased to take the legislative action that has been proposed.

The Bengal Chamber on 29th April 1887 said :—I am to say that this Chamber is generally in favour of the proposals set out in the letter of the Bombay Chamber of 10th November last. They can see no reason why railway receipts should not be placed on the same footing as bills of lading. Small parcels and packages could be covered as now by parcel receipts.

The proposal was referred by the Government of India to its Law Officers, and the case stated for the Advocate-General by the Government Solicitor and the Advocate-General's opinion are printed below :

The questions raised in the accompanying papers, and on which the Government of India desire the opinion of the Honourable the Advocate-General are, as it appears to the Government Solicitor, (1) whether the application of the Bombay Chamber of Commerce to the Government of India in the Legislative Department makes out a sufficient case for the initiation of legislation with a view to placing receipts granted by Railway Administrations to consignees for goods entrusted to such administrations for conveyance by railway on the same footing as bills of lading ; (2) whether any practical objections suggest themselves to the initiation of such legislation ; and (3) the form which such legislation should take.

These questions are, of course, based on the assumption that, as the law of India at present stands, railway receipts are not negotiable instruments ; and as to this, it appears to the Government Solicitor that the letter from Messrs. Craigie, Lynch and Owen appended to the letter from the Secretary of the Bombay Chamber of Commerce makes out a conclusive case. Unless, however, the Honourable the Advocate-General concurs in this view, the questions, as above stated, will not arise.

The considerations urged by the Bombay Chamber and their Solicitors in support of their application appear to be very strong, and no

reason occur to the Government Solicitor (who concurs in the views expressed in Messrs. Craigie, Lynch and Owen's letter) against the proposed legislation.

The Honourable the Advocate-General will please advise on the questions stated above.

Opinion by Mr. G. C. Paul, Advocate General:—The letter from Messrs. Craigie, Lynch and Owen to the Secretary of the Bombay Chamber of Commerce, I think accurately enunciates the principles of law relating to bills of lading and railway receipts respectively. I am further of opinion that the Bombay Chamber of Commerce has made out a strong case for legislative action. If railway receipts are put on a *par* with bills of lading, doubtless the legal responsibility of the Government either as owners or principal proprietors of Railways will be increased in cases where unpaid vendors can legally exercise their right of stoppage *in transitu*. The question for the Government to decide is whether in view of the great adavantages to trade which would be afforded by railway receipts being put on a *par* with bills of lading, and additional legal reponsibility should not be incurred by the Government. This is a question of expediency and policy which is beyond my province as the Legal Adviser to the Government. But if my advice is sought on this subject, I would be disposed to view favourably the change in the law recommended by the Bombay Chamber of Commerce.

The proposal was then referred to the Agents of Guaranteed and the Managers of State Railways for their opinions, the Agents being instructed to send their opinions to their London Boards. It was also suggested to the Secretary of State that the question should be discussed with the Boards of Directors of Indian Railway Companies. The opinions received are reproduced in substance below:

Bengal-Nagpur Railway.

In my opinion the custom on the subject requires alteration, and that a railway should be justified in handing over goods at any time to any one producing their receipts for the same, and that, having done so, they are free of all responsibility in the matter.

It is not universally admitted by legal authorities that a special legislation is necessary. Macpherson on Law of Indian Railways on Common Carriers, page 37, would lead to the opinion that all that is required is a receipt in the form of a special contract approved by the Governor-General in Council, as has been done with risk notes, and that such a contract could not be altered by the Civil Courts.

Bilaspur-Etawah State Railway.

Officially no instance of the difficulties attended on the non-negotiability of railway receipts has ever occurred to me. I, however, am fully aware of the truth of what the Secretary of the Bombay Chamber of Commerce puts forward, and do not anticipate any difficulties likely to accrue to Railway Administration by giving effect to the suggestions.

Burma State Railway.

The matter was discussed at an official meeting held at this Office on Monday, the 13th instant, when the Examiner of Railway Accounts

pointed out that the following endorsement appears on Goods Receipt Form No. S. N. 36 :

"This receipt must be produced by the consignee, or the goods will not be delivered; if he does not himself attend, he must endorse a request for delivery to the person to whom he wishes it made. If the consignment or this railway receipt is sold one or more times, the endorsement must be a distinct order to deliver to a certain person or firm, and this order must be on a one-anna stamp. If more than one order appears on the face hereof each order must bear a stamp."

It was therefore resolved that in reply to the reference, it be pointed out that the above-quoted rule, which is issued under the authority of the Government, evidently constitutes the document concerned a negotiable instrument, and that, as far as State Railways are concerned, no legislative action appears necessary.

Eastern Bengal State Railway.

The legal aspect of the question appears to have been fully dealt with by Messrs. Craigie, Lynch and Owen, Solicitors to the Bombay Chamber of Commerce, and these gentlemen after setting forth arguments in favour of the proposal, state :

"This object could, we submit be effected by an amendment of the Indian Contract Act or of the Bills of Lading, Act (IX of 1856), or by passing a Railway or Inland Carriers Receipt Act."

I have referred to this, as I consider from a railway point of view that, in the event of the Legislature favouring the proposal, the manner in which the object is effected is of some importance. In my opinion the latter alternative is the best.

I do not follow the Advocate-General where he seems to imply that if railway receipts are put on a par with bills of lading, an additional legal responsibility will fall on Government as owners or principal proprietors of railways. It seems to me that the responsibility of the railway as a carrier should not extend beyond the delivery of the goods to the consignee or endorsee, as the case may be. In this connection, I may remark that the right of stoppage *in transitu* is very rarely exercised, and there appears no valid reason why railway receipts should differ from bills of lading in this respect.

Tirhoot State Railway.

I see no material objection to this as far as the railways are concerned, assuming that the projected legislation to effect this protects railways from loss or undue responsibility. The endorsement to a consignee, for instance, which would give him right of property in the goods, should at the same time involve responsibility to the railway for freight and undercharges, though we may still have to hold consignors responsible for fraudulent or mistaken description of goods. Due account should also be taken of the difference between the station staff on Indian Railways and those who have to deal with ordinary bills of lading used in shipping.

It is to be noted that the correspondence received with your letter under reply shews that the supporters so far of the proposal are those who would be buyers or consignees of goods to be dealt with under these negotiable receipts. It would be well to take the views of sellers on the matter. It would possibly be found that they were not

so favourable to the proposal, and that the anticipated increase of trade among the smaller firms at ports, which it is urged or implied as likely to follow on the realisation of this proposal, would not be fulfilled unless the operation is protected by greater security to the consignor at the station of consignment. In any case consignors would desire, I think, that railway receipts are not made generally negotiable, but only when endorsed, or, better still, when granted and executed on a separate form intended for such negotiable receipts.

NORTH-WESTERN STATE RAILWAY.

The proposals are apparently that the railway receipts should be made in law an instrument of the same nature as a bill of lading, the most valuable features of which are stated to be—

(1) that it is negotiable and transferable by endorsement and delivery or by transmission:
(2) that endorsement and delivery or transmission of the bill of lading transfers the property in the goods to the endorsee (in the absence of a contrary intention on the part of the endorser and endorsee):
(3) that it may be endorsed either specially or in blank:
(4) that the holder of a bill of lading may by negotiating, endorsing, or transferring the same to a *bona fide* transferree defeat the vendor's right to stop *in transitu*.

The bill of lading is also seemingly, with certain reservations as to fraud, &c., conclusive evidence of the receipt of the goods as against the carrier.

The State Railway form of receipt, after providing that it must be produced by the consignee, further provides that—

"If the consignment or this railway receipt is sold one or more times the endorsement must be a distinct written order to deliver to a certain person or firm, and this order must be on a one-anna stamp. If more than one order appear on the face hereof, each order must bear a stamp."

This would seem to indicate an intention to recognise the receipt as a negotiable document and instrument showing title to the goods, and the proposed legislation would apparently define and legalise its position in these respects.

I am not quite clear as to the position the Railway would occupy in the case of—

(1) An endorsement in blank.
(2) The *bona fides* of a transfer being questioned, and the consignor seeking in consequence to exercise a right of stoppage *in transitu*.

But I am inclined to think that, so far as the railway is concerned, the receipt should be specially endorsed, and that its production duly endorsed should be accepted as sufficient evidence of title and delivery made thereupon, except in case of an interdict from a Court.

Any increase in the responsibility of the railway is, I think, to be deprecated, and probably the requirements of the mercantile community might be sufficiently met without adding to the liability of the railway.

With reference to the remarks of the Bengal Chamber of Commerce, it would probably be desirable to have a distinction between the parcels and goods receipts.

The proposals have been made in the interest of the export trade, but there is also a large internal trade to be considered, and I am unaware whether the proposed charges are such as would commend themselves to the large body of Native Merchants who chiefly carry on the internal trade of the country. Steps might perhaps be taken to ascertain this. If necessary, there might be two sets of forms—one for the export, and the other for the internal trade, to be used at the option of the consignors; but, except upon very strong grounds, it would seem undesirable to have forms of different legal nature for the same railway purpose.

It would, I think, be expedient to obtain full explanation of the extent to which the legal responsibility of a Railway Administration is increased.

The Advocate-General implies that this increased responsibility will be incurred *only* in cases where unpaid vendors can legally exercise this right of stoppage in transition.

The clauses of the Contract Act which affect the case are—

99. "A seller who has parted with the possession of goods and has not received the whole price may, if the buyer becomes insolvent, stop the goods while in transit to the buyer."

101. "The seller's right of stoppage does not, except in the case hereinafter mentioned, cease on the buyer re-selling the goods while in transit and receiving the price, but continues until the goods have to be delivered to the second buyer, or to some person on his behalf."

102. "The right of stoppage ceases if the buyer, having obtained a bill of lading, assigns it, while the goods are in transit, to a second buyer, who is acting in good faith, and who gives, valuable consideration for them."

To take the cases given in the Contract Act: *A* sells and consigns certain goods to *B*, and sends him the bill of lading. *A* being still unpaid, *B* becomes insolvent and assigns the bill of lading for cash to *C*; *C* either knows or does not know that *B* is insolvent. In the former case the transaction is not in good faith, and *A* can stop the goods in transit. In the latter case the transaction is in good faith, and *A* cannot stop the goods in transit.

But the Railway Administration is not in a position to know whether the transaction between *B* and *C* is in good faith, and, in the absence of such knowledge, must of necessity be placed in a dilemma if *A* orders the goods to be stopped in transit.

If the Railway does not act on *A*'s instructions and allows the goods to be delivered to *C*, and it subsequently turns out that the transaction between *B* and *C* was not in good faith, it becomes liable to *A* for the value of the goods. If, on the other hand, the Railway stops delivery of the goods, and it turns out that the transaction between *B* and *C* was conducted in good faith by *C*, then *C* can sue the Railway for loss of market.

If my interpretation is correct, there is no question that Railway Administrations will incur a very serious responsibility; and the

question is, whether the facilities given to merchants would be likely to increase trade to an extent which would compensate railways for the increased risk incurred.

On the whole, I am doubtfully disposed to believe that the prospect of extending trade is worth the risk, and to recommend that we declare in favour of the proposed legislation.

Before we are called upon to express a definite opinion, some explanation is required of the extent to which our responsibility would be increased by the proposed legislation.

The wording on the form of receipt in use on State Railways would appear to imply that we already consider the receipt as a document showing title to the goods by the person to whom it has been last duly transferred by endorsement. I cannot, however, say under what responsibilities the Railway actually labours in the case of an endorsement in blank or in the event of the *bona fides* of a transfer being disputed by the consignor, and his instructions received to stop delivery. The responsibility would seem to depend upon whether the transfer was made in good faith between the parties concerned; but how the Railway is to ascertain this before it may be too late is in no way indicated.

If the proposed legislation will remove this difficulty, or at all events place us in no worse a position than we are now, I would willingly advocate the acceptance of the assimilation of bills of lading and railway receipts which the mercantile community appear to desire; but the opinion of the Honourable the Advocate-General distinctly indicates increased responsibility in certain cases, and we ought to know what the extent of this responsibility is likely to be.

There can be no doubt that to place Railway receipts on the same footing as bills of lading will be an immense convenience to merchants and bankers.

At the same time it is equally certain that the responsibility of the railway carrier will be largely increased, especially so if the consignee is allowed to retain his right to stop goods while in transit, and while the present practice of delivering goods on indemnity bonds remains in force. These considerations, however, cannot be allowed to outweigh the great convenience that would be afforded to traders, and I think it would be well if railway receipts were rendered negotiable documents.

I concur in the general opinion that a railway receipt should be a negotiable document. But as this will virtually prohibit delivery without production of the receipt, it may possibly be advisable to restrict its application either to—

(1) certain trading localities;
(2) to consignments of certain value or quantity;
(3) to certain classes of goods, and allow all other traffic to be conducted on ordinary principles. A form of indemnity bond will also be necessary to meet cases of lost negotiable receipt.

There are also certain small consignments for short distances, the freight on which will scarcely cover the coast of printing and filling

in the numerous forms which now complicate and retard the business of a railway, and I would venture to suggest, while the alteration of the law is under consideration, the advisability of still further altering the law and making it legal for railways to book small consignments at owner's risk without either a consignment note, receipt or invoice, the fact of their entry in a receipt book and of a signature on a delivery book being considered conclusive evidence of receipt or delivery.

EAST INDIAN RAILWAY.

My own opinion is that before any change in the law is considered, the alleged inconvinience to the public should be fully ascertained and established. If from the circumstance of railway goods receipts not possessing the legal status of bills of lading the inconvenience to trade should be found to be considerable, I am of opinion that Railway Administrations should be prepared to accept the increased risk and responsibility which a change in the law would entail. Correspondence is enclosed.

I am desired to hand to you the enclosed copy of a report from Messrs. Freshfields and Williams, the Company's Solicitors, in which the question of the proposed legislation is fully discussed from a legal point of view.

For the rest, you are aware how anxious the Board have always been to grant the utmost facilities to traders using the East Indian Railway Company's system or that of other Companies in connection therewith.

It appears, however, to the Board that the alterations now suggested by the Bombay and other Chambers of Commerce, if carried out, must entail increased, and probably onerous, responsibilities upon the East Indian Railway Company, and they therefore feel their inability to arrive at any judgment upon the question until they are able to clearly understand what course of legislation the Government of India would propose.

Should the Government, therefore, decide to proceed to any legislative enactment to alter the present status or force of the existing railway receipt for goods, you are directed to take the earliest opportunity of apprising the Board thereof, and to forward for their consideration (in conjunction with their legal advisers) the full terms of any measure to be introduced into the Legislative Council. You will further, at the same time, most urgently represent to the Government of India the Board's request that they may have ample time to consider any such legislation on a matter which appears to them of vital importance to the East Indian Railway Company before its final adoption.

We collect from the correspondence and papers that, as a matter of practice, the East Indian Railway Company already treat the railway receipts to a certain extent as bills of lading, and deliver the goods at their destination to any endorsee of the receipt appearing thereon entitled to such goods. The practice, it is clear, is carried on at the Company's own risk.

The question then arises, what effect would be proposed legal assimilation of railway receipts with bills of lading have on the liability and responsibility of the Company in the carriage of goods.

We may here observe that it is not quite clear in what way the promoters of legislation propose to make the new law obligatory on the Railway Companies.

At present the system of railway receipts adopted by the Company is an entirely voluntary arrangement.

We understand that, under the Indian Contract Act, the sole duty of the Railway Companies as carriers is to deliver goods to the original consignees, and that the Company is not bound to issue railway receipts at all, nor to recognise or act upon endorsements, and consequently the Company can depart from or modify their present practice in any particular case when it may be convenient or prudent to do so.

If the law were altered so as to place railway receipts on the same footing as bills of lading, and a statutory form of bill of lading were prescribed and made obligatory on the Companies, they would become liable for the proper delivery of the goods to the party entitled under the bill whether as endorsee or otherwise.

As a consequence of this, the Railway Company would have to take into consideration questions as to irregular and forged endorsements, and in the event of goods being delivered even to an innocent holder for value when a previous endorsee's signature had been forged, the Company would be liable to the right holder whose signature was forged, for the goods so delivered.

In addition to this further inconvenience would arise in connection with the exercise by an unpaid consignor of his right of stoppage *in transitu*.

At present, when a consignor and consignee stand in the relation of unpaid seller and buyer, and before the delivery of the goods the consignor finds out that the consignee is insolvent, the former has a right to stop the delivery of the goods to the consignee; but, in the case of a bill of lading the consignor cannot stop the goods *in transitu* if the consignee has parted with the bill of lading, and it has passed into hands of a *bona fide* holder for valuable consideration.

It follows that if railway receipts were turned into bills of lading, questions of the good faith, &c., of the holder would have to be considered when an unpaid consignor attempted to stop goods *in transitu*.

Whether or not, in the interests of trade, it would be advisable for the Government of India to impose upon Railway Companies the additional risk and responsibility which we have pointed out, it is not for us to express an opinion; but in our opinion the proposal is at least open to the criticisms and objection passed upon it and urged against it in the letters of Mr. Macpherson and Messrs. Morgan, and we think that, as pointed out by Mr. Macpherson, if any alteration of the law takes place in the direction now contemplated, it is essential that it should only apply to consignments above a certain fixed weight or value; otherwise a wide field would be opened for petty frauds on the Railway Companies, and we think that some provision for protecting Railway Companies against forged endorsements should,

as suggested by Messrs. Morgan, be introduced into the Bill. We prefer to defer giving any more definite opinion until we see the exact terms of the proposed legislation.

GREAT INDIAN PENINSULA RAILWAY.

The object which the Chambers have in view is understood to be to give further facilities to traders in the conduct of their business, and, in as far as it may be possible to secure that object, the Board that the proposal is of a character deserving their support. It is not necessary for the Board to go at present into details as to the manner in which arrangement suggested might affect he Railway Companies as carriers, but it must be remembered that there are in that respect circumstances which could not be overlooked in any proposed legislation.

That with this reservation, and with the understanding that it is not contemplated by means of the proposed legislation to affect unduly responsibilities at present attaching to the Railway Companies as carriers, the Board will be ready to give their best consideration and assistance to any Bill which may be introduced into the Legislative Council on the subject, and which they assume will be proceeded with in the Council in a way to afford the Railway Companies the fullest time for considering it, and representing their views in the matter.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

The change which the Bombay Chamber of Commerce advocates is one which confers certain advantages upon the mercantile communities of the ports of exportation, and it does not appear from the opinion expressed by the Solicitors to the Bombay Chamber of Commerce that the interests of the inland traders, or that the increased risks and responsibilities which would be entailed upon Railway Administrations by the introduction of the proposed change, have been dealt with in connection with the subject.

It is pointed out in the correspondence that difficulties would be likely to arise with respect to the stoppage of goods in transit in the case of the loss of railway receipts and with regard to the lien that Railway Administrations now have upon the goods of a consignee who has become insolvent, as well as in connexion with forged endorsements on railway receipts. Delivery without the production of railway receipts would involve the Railway in increased risks, and to insist on the production of railway receipt would often delay delivery, and so block up storage accommodation. This would specially affect the short distance traffic, such as our cotton traffic from Guzerat and Kathiawar, which often arrives at Bombay before the railway receipt can reach the consignee through the post.

The negotiability of bills of lading is doubtless in complete conformity with all existing legislation regarding shipping matters, while the extension of the same principle to railway receipts might necessitate many alterations in law as now affecting Railways ; but in the main I agree with the opinion expressed by the Agent, East Indian Railway (copy attached, with copies of opinions of East Indian Railway officers), that if sufficient necessity is shown for the introduction of the proposed change, or the interests of trade

and commerce are to be promoted thereby, I would not oppose the introduction of legislation to make railway receipts negotiable, provided that it is accompanied by safeguards to protect Railway Administrations against undue risks and responsibilities.

This subject is one of much importance, and in the opinion of the Board should not be legislated upon without full previous, enquiry as to the nature and real extent of the disadvantages to traders and others alleged by the Bombay Chamber of Commerce with the concurrence of the Bengal Chamber of Commerce, to result from the present status of railway receipts as untransferable and unnegotiable instruments not carrying a title to property in the same way as shipping bills of lading. The Board concur in the view expressed by yourself and the Agent of the East Indian Railway Company to the effect that, if a change in this status is advisable in the interests of trade and commerce, the Railway Companies should not oppose a necessary alteration therein, provided that in any legislation undertaken with a view to this end, the Railways are fairly protected against undue risks and responsibilities, and are not unreasonably hampered in the prompt conduct of their business as common carriers.

BHAVNAGAR-GONDAL RAILWAY.

The Traffic Superintendent of this Railway reports that no complaints have been received from merchants or traders of any inconvenience arising from the railway receipt not being a legalised document in the same sense as the bill of lading is, but at the same time he has no doubt that the railway receipt being placed on the same footing in point of law as the bill of lading would be a convenience generally to the trading community, and in this opinion I concur.

About this time the Secretary of State had under consideration certain claims for compensation preferred by an officer of the army on account of injuries received, and the question of the liabilities and obligations of railways owned by the State was discussed. The opinions of the Legal Advisers of the India Office on this question and on the question of the negotiability of railway receipts were sent to the Government of India for consideration in connection with the Railway Bill which was then under preparation. The opinion on the latter point was as follows :

I do not think there is much legal aspect in this case, though the general considerations which apply to it are important. For I do not quite see why the legal responsibility of the Government would be increased by the proposed change as suggested by the Advocate-General ; and, if it would be, provision could be made in the proposed legislation for negativing such responsibility.

The general considerations applying to the case are as follow :

The negotiability, &c., of bills of lading was brought about by custom or the law merchant, they being ancient mercantile documents applicable to goods at sea shipped in one bottom, which, if sold, could not be delivered by reason of being on the sea. If the bill of lading was not negotiable, the species of property to which it applied would be locked up, and, in the old sailing days, for long periods.

It may be doubtful whether the existing law as to bills of lading would have grown up and taken root so as to be recognised with judicial sanction in these days of quick voyages. And at all events the principle on which the negotiability of bills of lading is based, *viz.*, that for a long period the goods, and the captain in charge of them, cannot be communicated with, does not apply to railway carriage with telegraphic communication.

However, in the words of Mr. Justice Buller in *Licklarrow v. Mason*: "In all mercantile transactions, one great point to be kept uniformly in view is to make the circulation and negotiation of property as quick, as easy, and as certain as possible," and if land carriage and water carriage were on all-fours, the proposed legislation might be beneficial.

But so far from being on all-fours, there are important distinctions applying to them.

In water carriage, to which bills of lading apply, all the goods up to thousands of tons go in one bottom from port to port.

In railway carriage only part of the goods probably can go by each goods train, which would necessitate a separate receipt for each load, giving enormous trouble to the carriers; for a bill of lading is an acknowledgment by the captain of having received the goods on board his ship, and it will be a fraud by the captain to sign a bill of lading if he had not received the goods on board. And it appears to me that it would be improper to interfere with a vendor's rights, at all events until the goods were in actual transit—that is, not whilst they were lying at the railway station to be loaded for transit. For a bill of lading would not apply to goods on a wharf awaiting shipment.

And instead of one bottom carrying the goods, they would possibly have to pass over several systems of rails, the officer at the starting point who gave the receipt having no authority from the Company at the station of delivery.

On the whole, I think the question requires very careful consideration, and I doubt whether it can be properly dealt with until a system of through booking is established.

I may add that Lord Blackburn, in dealing with this question in his book on the Contract of Sale, says:

"There have been some attempts made to give the same effect to the endorsement of dock warrants, wharfinger's receipts, delivery orders, and similar documents as is given to the endorsement of a bill of lading.

"These documents are generally written contracts by which the holder of the endorsed document is rendered the person to whom the holder of the goods is to deliver them, and in so far they greatly resemble bills of lading; but they differ from them in this respect, than when goods are at sea, the purchaser who takes the bill of lading has done all that is possible in order to take possession of the goods, as there is a physical obstacle to his seeking out the master of the ship and requiring him to attorn to his rights; but when the goods are on land, there is no reason why the person who receives a delivery order to dock warrant should not at once lodge it with the bailee, and so take actual or constructive possession of the goods. There is, therefore, a very sufficient reason why the custom of merchants should make the trans-

fer of the bill of lading equivalent to an actual delivery of possession, and yet not given such an effect to the transfer of document of title to goods on shore."

It was then decided on consideration of these opinions to discuss the question in the Legislative Council on the Railway Bill, and the Chambers of Commerce were so informed on the 1st November 1888. The Statement of Objects and Reasons, which was circulated with the Bill, contained the following remarks on the subject:

Sections 57, 58, *and* 59.—The first of these sections legalises the existing practice with respect to the disposal of unclaimed property. The second and third of them have been suggested partly by existing practice, partly by the case of *Eagleton v. the East Indian Railway Company* (8 B. L. R., 581), and partly by the proposal to give railway receipts the same effect as bills of lading.

The proposal to give such an effect to railway receipts has not been adopted in the Bill because Railway Administrations are understood to be averse to it, and it is not justified by existing legislation elsewhere.

In discussing the Bill, the Chamber of Commerce of Bengal and Bombay wrote as follows on this question :—

The Bengal Chamber 7th August 1888:—In this connection, however, I am to invite your attention to my letter of 29th April 1887, in which this Chamber gave its adhesion to the suggestion of the Chamber of Commerce, Bombay, that railway receipts should be placed on the same footing as bills of lading. This question appears to the Committee to be one which might be discussed by such a body as a Railway Conference, with great advantage, and they would suggest that the papers submitted to Government by the Bombay Chamber may form one of the subjects to which the attention of the Conference will be invited by Government.

The Honourable Sir Dinshaw Manockjee Petit also wrote:

The Chamber of Commerce of Bombay wish to provide about the negotiability of railway receipts as bills of lading. The Great Indian Peninsula Railway and North-Western Railway are in favour of such suggestion. I do not think that any Railway Company can have any possible objection to the same.

It may be mentioned that an unpaid consignor had filed a suit in the Bombay Court of Small Causes against an assignee of a railway receipt who had advanced moneys on the same, and that the Chief Judge of that Court had held that railway receipts are negotiable under section 102 of the Indian Contract Act; but it is understood that an appeal is intended to be preferred to the High Court against this judgment.

The Bombay Cotton Trade Association at their meeting held on the 4th September 1889 passed a resolution on this subject, and it will, I think, be better if I quote it here :—

"That, in the opinion of the Cotton Trade Association, the practice of advancing money on railway receipts in the present state of the law is most unadvisable; but as it appears impossible to alter at present the custom of buying produce from the North-West, the Association desires to signify its approval of the action the Chamber of Commerce

has taken in requesting Government to legislate for the purpose of rendering railway receipts negotiable instruments, carrying a title to property similar to bills of lading, and that the Secretary be requested to prepare a representation to Government in support of the Chamber's proposals."

The law which at present exists operates as a source of restraint on the thriving trade of this great country. On the railway receipt in its present form, a trader cannot get an advance on his goods as he can do on a bill of lading, and consequently the money invested in the goods remains locked up until he is able to sell the goods.

From my experience as a merchant, I am of opinion that if the railway receipt be made negotiable, as represented by the Bombay Chamber of Commerce, not only there will be great facility to the trade, but the same will be much developed and increased; for if the receipt will be negotiable, the merchant will be able to obtain advances on his goods, and thus, by free circulation of his money, he will be able to invest the money received by him as advances in the purchase of other goods. This will greatly increase the traffic, and the Railway Companies also will thereby derive great benefit.

Meanwhile the question had been submitted to a Railway Conference which sat at Simla in the summer of 1888, with the result stated in Resolution No. 110 of the Conference, which was as follows:

Proposed by Mr. Carter, seconded by Mr. Hanna,—

That, with reference to the proposal of the Bombay Chamber of Commerce to place railway receipts on the same footing as bills of lading, the Conference is of opinion that as such a course would increase the responsibility of Railway Administrations without any corresponding advantage, the proposed legislation is unadvisable.

The Committee divided:—

Ayes—47 *votes.*

W. S. Betts (South Indian Railway)	4	votes.
G. F. O Boughey (Bengal Railways)	5	,,
N. St. L. Carter (East Indian Railway)	6	,,
L. Conway-Gordon (State Railways)	6	,,
R. Gardiner (Bhavnagar-Gondal-Junagarh-Porbandar-Railway)	3	,,
F. B. Hanna (Madras Railway).....	4	,,
A. Izat (Bengal and North-Western and Rohilkand-Kumaun Railways).....	5	,,
J. Lightfoot (North-Western Railway)	7	,,
I. O'Callaghan (Bombay, Baroda and Central India Railway).....	7	,,

Noes—10 *votes.*

H. Conder (Great Indian Peninsula Railway)	6	,,
W. B. Wright (Indian Midland Railway).....	4	,,

[Messrs. Constable (Bengal-Nagpur Railway) and Craik (Southern Mahratta Railway) did not vote.]

Proposal *agreed to.*

When moving on the 25th October 1882 for leave to introduce the Railway Bill, the Honourable Mr Scoble stated why the proposal had not been embodied in the Bill, and was followed by the Honourable Sir Charles Elliott :

It may be convenient, in connection with this question of responsibility, to refer to a proposal to give railway receipts the same effect as bills of lading. This proposal has not been adopted. The two classes of documents stand upon an entirely different footing. The principle upon which the negotiability of bills of lading is based, namely, that for a long period the goods, and the captain in charge of them, cannot be communicated with, does not apply to railway carriage with telegraphic communication. Indeed, it may be doubted whether in these days of quick voyages the law as to bills of lading would ever have come into force. If the law were altered so as to place railway receipts on the same footing as bills of lading, and statutory form of delivery order were prescribed under which Railway Administrations were subjected to the same responsibilities as shipowners, they would become liable for the proper delivery of the goods to the party entitled under the order, whether the endorsee or otherwise. As a consequence of this, the Railway Company would have to take into consideration questions as to irregular and forged endorsements, and, in the event of goods being delivered even to an innocent holder for value when a previous endorsee's signature had been forged, the Company would be liable to the right holder whose signature was forged for the goods so delivered. In addition to this, further incovenience would arise in connection with the exercise by an unpaid consignor of his right of stoppage *in transitu*. At present, when a consignor and consignee stand in the relation of unpaid seller and buyer, and before the delivery of the goods the consignor finds out that the consignee is insolvent, the former has a right to stop the delivery of the goods to the consignee; but, in the cases of a bill of lading, the consignor cannot stop the goods *in transitu* if the consignee has parted with the bill of lading, and it has passed into the hands of a *bonâ fide* holder for valuable consideration. It follows that if railway receipts were turned into bills of lading, questions of the good faith and so forth of the holder would have to be considered when an unpaid consignor attempted to stop goods *in transitu*.

These are among the inconveniences which would result from the adoption of the proposal, and the Government of India, has not deemed it advisable to impose this additional risk and responsibility on the railways in the absence of similar legislation on the subject in England.

Sir Charles Elliott said :—My honourable friend the Law Member in his speech has referred to the impossibility of bringing railway receipts under the law which affects bills of lading given by seagoing vessels. It may be worth while to mention in connection with this that section 81 of the Bill proposes to give one very desirable convenience to exporters from this country, in that it facilitates the through booking of goods from India to England, and *vice versa* and will thus help to remove the difficulties which have been met with in carrying out the arrangements which Colonel Conway-Gordon has made between the North-Western Railway and the Hall Line of steamers

for the through booking of goods between England and the Punjab. I hope that the encouragement thus given to this system will tend to its development and spread on other Railway Administrations.

When moving in Council on the 21st March 1890 that the report of the Select Committee on the Bill be taken into consideration, the Honourable Mr. Scoble again stated his opinion, being supported on this occasion by Sir Alexander Wilson, the representative of the Calcutta mercantile community :

Mr. Scoble :—In connection with this Chapter, I may notice another proposal which has been made, that railway receipts should be given the same effect as bills of lading. This proposal has not been adopted by the Select Committee.

In introducing the Bill, I stated the objections which to my mind stood in the way of the acceptance of such a proposal. One of these was the inconvenience likely to arise in connection with the exercise by an unpaid consignor of his right of stoppage *in transitu*. A recent case which has been decided by the High Court at Bombay affords a good illustration of this difficulty. A firm at Bijapur sold to a firm in Bombay three parcels of wheat, and received from the purchaser *hundis* payable at sight for the purchase-money. The railway receipts were thereupon handed to the purchaser, who promptly endorsed them for value to a third party. The *hundis* were dishonoured on presentation, and the purchasing firm became insolvent. The endorsees of the railway receipts claimed the goods, and actually obtained delivery of a portion of them : the delivery of the residue was stopped on a telegram from the original vendor. The High Court held that the railway receipts were not instruments of title within the meaning of section 103 of the Indian Contract Act., and that the unpaid vendor was therefore not deprived of his right to stop the goods in transit by reason of the endorsement of the receipts to secure a specific advance. The endorsee in this case seems to have been an innocent holder ; but it is easy to see what a door would be opened to fraud under a different state of facts ; and I am not surprised that a very large majority of the members of the Railway Conference which assembled at Simla in 1888 came to the conclusion that it was not desirable to give the same legal effect to railway receipts as to bills of lading.

Sir A. Wilson said :—A proposal has been brought forward that the Bill should incorporate a provision to give railway receipts the same effect as bills of lading. This proposition has not been adopted, and wisely so, I think, looking to the wide difference between a consignment of goods in wagons passing over, it may be, various lines of railway under different administrations, and a shipment of goods on board a vessel in one port bound to another.

I cannot see that any provision of the kind would have materially benefited the export trade, and certainly not on this side of India, and would have been a departure which did not commend itself to the Railway Administrations, and which does not seem justified by existing legislation elsewhere.

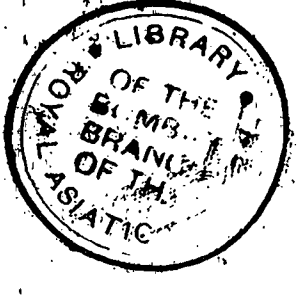
While the Bill was still before the Council, the Bombay Chamber of Commerce again wrote to the Government on the subject of railway receipts, under date of 11th February 1890.

The Chamber's representation was again supported by the Madras Chamber in the subjoined letter:

I have the honour to state that this Chamber has been afforded the opportunity of seeing the memorial of merchants and others carrying on business in Bombay to the Viceroy and Governor-General, praying that a short Act may be passed declaring railway receipts in India to be instruments or documents of title under the Indian Contract Act, or that other provision may be made, as may be thought expedient, for effecting this object.

This Chamber addressed you on the subject on the 8th December 1886, and it was informed by the Secretary, Public Works Department, Government of India, on the 1st November 1888 that the question would shortly be discussed in the Viceregal Legislative Council and that the action taken would be published in the proceedings of the Council.

The Chamber is not aware that any action has yet been taken; and as it shares the opinion of the Bombay memorialists that the recognition of railway receipts as instruments of title, or that such documents should be placed on the same footing as bills of lading, is desirable, it entertains the hope that the Government will be pleased to give the subject the consideration which it has for several years seemed to the mercantile community to deserve.



APPENDIX Q.

GOVERNMENT STATISTICS.

CIRCULAR No. $\frac{25\,C}{34\text{-}3}$ STATISTICS.

REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

CALCUTTA, 28*th January* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for the information of the Chamber 5 copies of a statement showing the imports of cotton, wheat, linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi, during the month of October 1889, and to intimate that the statement will be compiled and circulated monthly.—I have, &c.,

J. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 28*th April* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department (Statistics), Simla.

SIR,—I am directed by the Committee of the Chamber to respectfully suggest that the statement issued monthly by your Department showing in maunds the imports of Cotton, Wheat, Linseed and Indigo, by rail and river into Calcutta, Bombay Town, and Karachi, would be of much more practical use to the commercial public if the returns included the imports by sea and were made up in hundredweights instead of maunds.

2. The imports of cotton by sea, for instance, into Bombay, are at one period of the year fully as important as by rail, and any return therefore which does not take cognisance of these is of little real utility; while the use of the maund for expressing weight is always on this side of India the source of great uncertainty.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{403}{34\text{-}19}$ STATISTICS.

REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

SIMLA, *26th May* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 28th ultimo, in which the Chamber regrets the absence of any returns of the imports of cotton by sea, and suggests that it would be of more practical use to the commercial public if the monthly statement published by this Department showing in maunds the imports of cotton, wheat, &c., by rail and river into Calcutta, Bombay Port and Karachi, included the imports by sea and were made in hundredweights instead of maunds.

2. In reply, I am to refer you to the Accounts relating to the trade and Navigation of British India which are published monthly and annually by the Department of Finance and Commerce, and to enquire whether they contain what is required by the Chamber.

3. As regards the exhibition of weights in hundredweight, I am to say that, the standard of the maund entered in the monthly statement published by the Revenue and Agricultural Department is the same as that adopted by Railway Companies from whose returns the imperial statement is compiled. This maund being uniform throughout India; its conversion into hundredweights will, it is believed, present no difficulty to the commercial public.—I have, &c.,

J. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *11th June* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department (Statistics), Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{403}{34\text{-}19}$ of 26th ultimo, and in reply to point out to you that the Annual Trade and Navigation Returns of British India—although they exhibit the imports of cotton in hundredweights—do not contain the information which the Committee of the Chamber asked for in my letter of 28th April, while the monthly Navigation Returns only give details of the foreign trade.

My Committee still consider that if the return in question is to be of practical service it should include the figures mentioned in my letter of 28th April last.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{1069}{33\text{-}34}$ STATISTICS.

REVENUE AND AGRICULTURAL DEPARTMENT.

(STATISTICS.)

SIMLA, *6th August* 1980.

From the Honorable W. C. BENETT, C.S., Officiating Secretary to the Government of India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated 11th June 1890, I am directed to state that, the Government of India has given further consideration to the proposal of the Chamber that the monthly return of imports of cotton, wheat, &c., into Calcutta, Bombay and Karachi, by land should also include the imports by sea into those Ports.

2. The quantity of wheat, cotton, seeds, and indigo, which is imported into Calcutta and Karachi by sea is believed to be unimportant and to carry out the proposal of the Chamber it would be necessary to obtain special returns from the Customs Houses which in the case of two out of the three Ports concerned would be of small interest to the commercial public. There would also be some difficulty in amalgamating the statistics of coasting traffic with the internal trade returns.

3. There would probably be less difficulty in supplying the information desired by the Chamber in connexion with the returns of sea-borne and coasting trade which are published monthly by the Government of Bombay in the local *Gazette*, and, I am to suggest that a representation on the subject might be made in the first instance by the Chamber to the Government of Bombay to whom a copy of this correspondence will be forwarded for consideration.—I have, &c.,

W. C. BENETT,
Officiating Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *14th August* 1890.

The OFFICIATING SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department (Statistics), Simla.

SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{1069}{34\text{-}33}$ of the 6th instant, respecting the addition to the monthly returns of imports of cotton, wheat, &c., proposed by the Chamber.

2. In reply, the Committee direct me to say that your suggestion of publishing the imports by sea in connection with the returns of sea-borne and coasting trade, issued monthly by the Government of Bombay in the local *Gazette*, does not meet the object which the Committee had in view when they made their original proposal. My Committee do not see any great difficulty in the way of obtaining the necessary figures from the Collectors of Customs, monthly, and adding them to the import return. If printed forms were prepared, the filling up and despatching of them once a

month would only necessitate a few minutes of a clerk's time, and the addition would render the return a valuable one to all interested in trade. As it is now published, however, the return is practically of no service, and, so far as the mercantile community is concerned, might well be abolished.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *23rd January* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to solicit your attention to the want of unanimity in the mode of preparing the cotton crop reports and forecasts for the different provinces. In the final report on the Cotton Crop of the Punjab for the Season 1889, which was issued from Calcutta on 30th December last, the gross outturn of the year is estimated at 2,670,577 cwts. This presumably means unginned kapas, but it affords a most unreliable guide as to what the actual outturn of clean cotton may be. In England, where these reports are now extensively printed and read, the trade—having nothing to guide them to the contrary—would interpret the figures of this estimate as meaning so many cwts. of clean cotton, or, in other words, 763,022 ordinary commercial bales of 3½ cwts. each; whereas, in working out the outturn on the rough estimate of 116 lbs. of lint being obtained from 316 lbs. of seed cotton, the outturn of clean cotton would only be 280,112 commercial bales.

2. It will be easily seen that the possibility of construing reports in such a widely different manner might prove more misleading even to experts; and the Committee of the Chamber desire me to express the hope that in future reports care will be taken to render the meaning less obscure. They would recommend that the mode in which the cotton forecasts for Bombay are made up should be adopted for the whole of the provinces reporting on the staple. The probable outturn is there clearly stated in bales of clean cotton which admits of no possibility of mistake; and if this method were adopted throughout, the reports would be of much greater interest and service to the commercial community than they now are.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{247}{3\ L\text{-}11}$ A.

REVENUE AND AGRICULTURAL DEPARTMENT.
(AGRICULTURE.)

SIMLA, 5*th May* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 23rd January last, in which, while commenting on the want of uniformity observed in the mode of preparing the cotton crop reports and forecasts for the different provinces, you recommended on behalf of your Committee that in all such reports the outturn of clean cotton should be expressed in bales.

2. Your Committee's recommendation has been given due consideration, but I am to observe that the bale varies considerably in weight in different parts of India, and the uniformity sought after would therefore not be obtained by the adoption of your suggestion. The Government of India, however, proposes to direct Local Governments to report in their forecasts the outturn of clean cotton in lbs., thereby securing a uniform and intelligible standard readily reducible to bales of prevalent commercial denominations.

3. I am to request the favor of an early expression of your opinion on this proposal, and to take this opportunity to enclose, for the information of your Chamber, a copy of a Resolution recently issued by the Government of India on the subject of the preparation of cotton forecasts.—I have, &c.,

J. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

CIRCULAR No. $\frac{358\text{—}369\ C.}{Agri.}$

AGRICULTURE.

EXTRACT *from the Proceedings of the Government of India, Revenue & Agricultural Department, dated* 13*th March* 1890.

READ AGAIN—

Circular to Local Governments No. 20—4-82, dated 3rd March 1886.

READ ALSO—

Despatch from Her Majesty's Secretary of State for India, No. 100 (Revenue), dated the 29th November 1888.

Circular to Local Governments, No. 34—12 L-14, dated 27th May 1889.

Letter No. 993—19 S., dated 26th July 1889, from the Chief Commissioner, Central Provinces.

Letter No. 5465, dated 30th July 1889, from the Government of Bombay.

Letter No. 5645, dated 4th September 1889, from the Government of Madras.

Letter No. 1428—1-381, dated 17th September 1889, from the Government of the North-Western Provinces and Oudh.

Letter No. 387 G., dated 12th October 1889, from the Resident, Hyderabad.

Letter No. 176, dated 21st October 1889, from the Government of the Punjab.

RESOLUTION.

The papers cited in the preamble relate to the publication of forecasts of the cotton crop. In a Circular, dated the 3rd March 1886 (No. 20—4-82), the Local Governments of Bombay, North-Western Provinces and Oudh and Punjab, and the administrations of the Central Provinces and Berar, were desired to furnish the Government of India with two reports on the cotton crop, *viz.*, the first on the 15th July, showing the character of the crop, and the second on the 15th October, giving the fullest details available as to both area and prospects of the crop. These dates having been found unsuited to the Bombay Presidency, they were altered to 10th September and 10th December for the early districts and 10th October and 10th February for the late districts. They have also been changed in the case of the North-Western Provinces and Oudh to 10th September and 5th January, and in the case of the Punjab, the 15th December has been substituted for the submission of the final report. For Berar it has been customary to issue only one report which is published in November, while from Madras four crop reports are received, which include cotton, on the following dates: early crops, 15th August and 1st November; late crops, 15th December and 15th February.

Summarizing these dates chronologically it is found that reports on the cotton crop are at present published as follows:—

July.—First report, Punjab and Central Provinces.

August.—First report, early crop, Madras.

September.—First report, early crop, Bombay.

„ „ North-Western Provinces and Oudh.

October.—First report, late districts, Bombay; final report, Central Provinces.

November.—Single report, Berar; final report, early crops, Madras; final report, Central Provinces.

December.—Final report, early districts, Bombay; final report, Punjab; First report, late crops, Madras.

January.—Final report, North-Western Provinces and Oudh.

February.—Final report, late districts, Bombay and Madras.

Occasional reports are also received for the Native States of Rajputana and Central India, but these are not of the nature of forecasts.

2. The expediency of publishing more frequent reports on the Indian cotton crop, during the period the crop is on the ground has

recently been made the subject of a representation to the Secretary of State on behalf of merchants in the United Kingdom interested in the cotton trade. In forwarding this representation to the Government of India His Lordship desired that the question should be considered whether monthly abstracts might not be published for the whole of India, giving estimated figures of area and probable outturn for each province, with totals for the whole of India. Local Governments and Administrations concerned have been consulted on the subject, and having now received their replies the Government of India is in a position to consider what measures can be undertaken in furtherance of the wishes of Her Majesty's Secretary of State.

3. In referring the question for the opinions of Local Governments and Administrations the Government of India observed that, while—

"the acreage returns which are prepared after the crops are sown are not subject to much variation, the outturn estimates, compiled from inspection and enquiry when the crop is well advanced, and their monthly revision, would entail considerable labour without any material advantage owing to the imperfect means at present available for obtaining reliable information."

"Under the circumstances," it was added—

"the Government of India would not press for the submission of more frequent returns than in the opinion of the Local Governments are likely to be practically useful."

The replies received confirm the view that, unless the village and district officials were to devote a larger share of their attention to the subject than is consistent with their other duties, a monthly inspection and report on the prospects of the cotton crop would be of little practical value. At the same time a suggestion has been made by some Provincial Governments that instead of two there should be three reports, similar to those prepared for the wheat crop. The Government of India considers that some attempt should certainly be made to meet the wish of the commercial community in this country, as well as in the United Kingdom, for earlier and fuller information, and has arrived at the conclusion that no great disturbance of existing arrangements would be caused by the publication of four two-monthly reports, beginning with the period when the greater portion of the early crop has been sown and ending with the arrival of the season for the harvesting of the late crops. For Provinces in which only the early variety is cultivated, three reports will suffice, but a fourth is necessary where the late varieties are also grown.

4. The Government of India has resolved, accordingly, that four general summaries shall be published, on the 20th August, 15th October, 15th December, and 15th February. The first summary will contain an estimate of the area sown with the early crop, as compared with the normal area on that date, with remarks as to the general condition and prospects of sowings; the second, a corrected and completed estimate of the area of the early crop, and the sowings to date of the late crop, together with a report on the condition and prospects of both crops. The third summary will deal fully with the area and outturn of the early crop, and give further information regarding the condition and area of the late crops. The fourth and last summary will review the harvest of both early and late crops.

To admit of the punctual compilation of these summaries the following separate reports are required from the Provinces on the dates mentioned :—

August 15*th*.—First report, early crops, from Madras, Bombay, North-Western Provinces and Oudh, Punjab, Central Provinces, and Berar.

October 10*th*.—Second report, early crops, from Madras, Bombay, North-Western Provinces and Oudh, Punjab, Central Provinces, and Berar. First report, late crops, from Madras and Bombay.

December 10*th*.—Final report, early crops, from Madras, Bombay, North-Western Provinces and Oudh, Punjab, Central Provinces, and Berar. Second report, late crops, from Madras and Bombay.

February 10*th*—Final report, late crops, Madras and Bombay.

5. The Government of India desires that instructions may be given to the Directors of Local Departments of Land Records and Agriculture to use every effort to make these forecasts trustworthy sources of information to the public, and in the few instances where the revised dates entail the submission of earlier reports than are at present supplied, to secure their punctual issue. The dates have been determined with reference to the demand for early and reliable information, and to the necessity for uniformity in the period of reporting, in order to allow of the publication of general summaries. For no province, however, has an earlier date been fixed than has been found possible by experience in other provinces similarly circumstanced.

The Government of India also desires that great care may be taken in every case to express the outturn in terms of "cleaned cotton," that is, cotton with the seeds extracted. For the return of areas over which cotton is sown as a mixed crop attention should be had to the instructions furnished in Government of India, Revenue and Agricultural Department Resolution No. 347—357 C.—Agri., of to-day's date, regarding the returns of mixed oil-seed crops. Figures which are estimates should invariably be shown as such, and the calculations of outturn should be systematically verified by the statistics of consumption and trade.

* Government of Madras.
Ditto Bombay.
Ditto North-Western Provinces and Oudh.
Ditto Punjab.
Chief Commissioner of Central Provinces.
Resident at Hyderabad.
† Government of Bengal.
Chief Commissioner of Burma.
Ditto Assam.
Ditto Ajmere.
Ditto Coorg.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the Local Governments and Administrations noted on the margin* for information and guidance, and to the † for information.

Copy forwarded to the Foreign Department, with the intimation that the Revenue and Agricultural Department would be glad to

receive annually a report on the cotton crop in the Nizam's Territory and the Rajputana and Central India States for inclusion in the report to be published on the 15th December.

(True extract.)

E. C. BUCK, Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 16*th May* 1890.

To the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department (Agriculture) Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. $\frac{247}{3L11}$ A, of the 5th instant, and to thank you for the copy of the Resolution of the Government of India of 13th March 1890 on the subject of "instructions regarding the preparation of cotton forecasts."

2. These instructions, if duly complied with, will, my Committee consider, prove of great service to all interested in the cotton crop of India, both here and in Europe, and the only point calling for remark is that on which I had the honor to address you in my letter of 23rd January last, viz., the weight in which the estimates of outturn should be expressed.

3. The Committee of the Chamber are inclined to think that to give figures in pounds will be found too cumbersome in practice and they would for preference see either cwts. or bales of 400 lbs. adopted. The latter is the mode of computation almost universally used by trade statisticians at home, and would be easily reconcilable with the great bulk of the bales in which cotton is exported. About 20 per cent. of the entire exports are from Calcutta and Madras in bales of a uniform weight of 400 lbs., and about 76 per cent. from Bombay in bales of 3½ cwts. or 392 lbs. which would be exceedingly easy of conversion, the difference being exactly 2 per cent.

4. The main object to be desired, however, is a fairly reliable estimate of probable out-turn in *cleaned* cotton, and if that be attained, the mercantile community will be well satisfied whether the weight be expressed in lbs., cwts., or bales.—I have, &c.,

JOHN MARSHALL, Secretary.

CIRCULAR No. $\frac{10}{3L.-18}$ A.

REVENUE AND AGRICULTURAL DEPARTMENT.
(AGRICULTURE.)

SIMLA, *4th June* 1890.

From the Hon'ble W. C. BENETT, C.S., Officiating Secretary to the Government of India.

SIR,—A representation having been made to the Government of India that there is a want of uniformity in the manner in which the outturn of cotton is expressed in the forecasts of that crop published by Provincial Governments, I am directed to request, in continuation of paragraph 5 of Government of India Resolution No. 358-369-C.-A., dated the 13th March 1890, that the yield may in future be shown in bales of 400 lbs. of cleaned cotton.—I have, &c.,

W. C. BENETT,
Offg. Secretary to the Government of India.

No. $\frac{10}{3L.-18}$ A.

Copy forwarded to the Foreign Department for information, and for communication to the Political officers noted in the margin.

Resident at Hyderabad.
Agent to the Governor-General in Rajputana.
Do. do. do. Central India.

By order,
J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

No. $\frac{10}{3L.-18}$ A.

Copy forwarded to the Chamber of Commerce, Bombay, for information, with reference to its letter dated 16th May 1890.

By order,
J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *10th March* 1890.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your memorandum No. $\frac{309}{B}$, of the 24th ultimo, covering a copy of the Cotton Forecast for the late districts of the Bombay Presidency.

The information which it contains regarding the condition and prospects of the crop is most valuable; but the Committee request me to point out what they cannot help considering a material discrepancy in the estimate of probable outturn. Taking the growth of Dhollera of which you report 2,077,024 acres are under cultivation, you put down the probable outturn of clean cotton as 744,772 bales. This would mean an outturn of over 109 lbs. of clean cotton per acre for the late Dhollera districts, 115½ lbs. for Ahmedabad, and 116½ lbs. for Kattywar. This rate of outturn must surely be incorrect, as the official returns of the Government of India only show 50½ lbs. per acre as the average yield of the Presidency, while for the Dhollera districts, 74 lbs. per acre may be taken as a fair average. This on 2,677,000 acres would only give as a result 507,900 bales as compared with your estimate of 744,773.

I may mention that your estimate of the crop being so unexpectedly large has had a very decided effect on the Bombay Cotton Market, and rightly so if the figures are at all likely to prove even approximately correct. The Committee cannot help thinking, however, that some mistake has crept into your calculations, and they accordingly take the liberty of calling your attention to it with the request that you will be good enough to favor them with any explanation which would account for the estimate.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 403 of 1890.

Poona, 13*th March* 1890.

From the Director, Land Records and Agriculture, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to acknowledge with thanks the receipt of your letter dated 10th instant, and in reply thereto beg to inform you that the apparent discrepancy is due to the fact that the acre rate of outturn relied upon by you is different from that adopted by this office for purposes of calculating the outturn.

You appear to have adopted the rate (74 lbs. per acre) given at page 20 of Mr. Beaufort's book on Indian Cotton Statistics. This rate is arrived at by dividing the production*(five years' average) by the average area, the average being for the last five years. It should be

* Receipts in Bombay and the quantity locally consumed.

remembered that the averages of the last five years are not a fair guide, because the seasons were not even up to the average. For instance, the anna valuation of the Ahmedabad Cotton in 1887-88 was reported at 7 annas. Again the figures for Kathiawar are to be received with great caution.

This year the crop is full average both in Ahmedabad and Kathiawar, and from Sorath* (which has 4 lakhs of acres under cotton) the estimated anna yield is reported as high as 18 annas. Due allowance has been made for the imperfect returns of Kathiawar in calculating the outturn of this year.

The well conducted experiments show an yield of clean cotton in Sanand and Viramgam at 160 and 110 lbs. respectively for 16 and 13 anna crops.

Mr. Beyts,† the best authority on the subject, estimates the acre rate of outturn of a fair crop at 128 lbs.

According to the formulæ prepared by experts and sanctioned by Government a fifteen anna crop in Ahmadabad is represented by 390 lbs. of seed cotton or 117 lbs. of clean cotton.

The rate (109 lbs.) fixed by this Department after careful consideration of the conditions of different districts in the *current* year on the basis of carefully conducted experiments in the Ahmedabad district and the formulæ is not too high as it is supposed to be.

I shall be glad to furnish you additional information if any is required on the subject.—I have, &c.,

E. C. OZANNE,
Officiating Director, Land Records and Agriculture.

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* In Kattywar. † Late Superintendent of Survey in Guzerat.

APPENDIX R.

INTRODUCTON OF GRAIN ELEVATORS INTO INDIA.

No. 748 OF 1890.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 29*th January* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copy of a letter from the Government of India, No. $\frac{122\text{-}127\ C.}{Agriculture}$, dated the 6th insatnt, together with its accompaniments, and to request that you will be good enough to obtain and favour Government with the opinion of the Chamber on the question raised in the papers.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

CIRCULAR No. $\frac{122\text{-}127\ C.}{Agri.}$

REVENUE AND AGRICULTURAL DEPARTMENT.
AGRICULTURE.

CALCUTTA, 6*th January* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India.

SIR,—I am directed to forward, for information and consideration, the accompanying copy of a despatch and of its enclosure received from Her Majesty's Secretary of State for India relating to the formation of a company for the introduction of grain elevators into India.

2. His Excellency the Governor General in Council will in the first instance be glad to be favoured with the views of as to the encouragement which may properly be given to the company, and I am to suggest that the opinions of the Directors of the Department of Land Records and Agriculture, the Chambers of Commerce and of other authorities, official or non-official, whom may think it advisable to consult may be obtained and forwarded to the Government of India with as little delay as possible.—I have, &c.,

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

To—The Secretary to the Government of Madras.
" " " " Bombay.
" " " " Bengal.
" " " " the North-Western Provinces and Oudh.
" " " " the Punjab.
" Chief Commissioner of the Central Provinces.

No. 116 (Revenue).

India Office, London, *28th Novemler* 1889.

From the Right Hon'ble Viscount Cross, G.C.B., Her Majesty's Secretary of State for India, to the Government of India.

I forward herewith a copy of a letter, and its enclosure, of the 17th September last, received from Mr. James G. Smith, of the firm of Messrs. Ritchie, Steuart & Co., Bombay, relating to the formation of a Company for the introduction of grain elevators into India. It is unnecessary for me to dwell upon the very great importance of this matter; and I shall be glad to be furnished with the views of your Excellency's Government on Mr. Smith's proposals for State assistance to the Company, and on the subject of his letter generally. It is clearly impossible that the Government should assist the present project to the extent suggested in Mr. Smith's letter, but some aid might perhaps be given, and if your Government is disposed, as I persume it will be, to promote Mr. Smith's undertaking, I shall be ready to consider any recommendation that you may think fit to make.

2. I enclose, for your Excellency's perusal, a copy of the Board of Trade Journal for October 1889, in which, at page 399, will be found an account of the steps taken by the Russian Government to promote the erection of elevators along the lines of Railway leading to Odessa.

Union Bank Buildings,
Liverpool, *17th Septemler* 1889.

From James G. Smith, Esq., of Ritchie, Steuart & Co., Bombay, to the Under-Secretary of State for India.

I have the honour to inform you that I desire, in connection with a few others, to form a "Grain Cleaning and Elevator Company" for India, and we beg the favour of your laying our representation before the Secretary of State in Council, who, we trust, may be pleased to afford us his support and assistance in the directions necessary.

We beg to invite a reference to the accompanying memoranda on the subject laid unofficially before you last month by Colonel Filgate, R.E., from which you will observe that our aim is to introduce into India a system of cleaning, grading, and handling wheat, based upon that universally adopted in the United States and Canada, and now being extended to other countries.

In putting the scheme before you we do not consider it necessary to recapitulate in detail the many valuable opinions recorded in favour of some such system, as we believe the Secretary of State to be fully acquainted therewith.

Our primary object is to clean and raise the grade of the grain eceived from the producer, and to prevent the subsequent adulteration of Indian wheat which now prevails. By this, among others, the following advantages should be gained :—

(1) The improvement of the reputation of India as a wheat-growing country.

(2) The extension and the improvement of the cultivation of wheat by the above, and by putting the business on a more satisfactory footing.

(3) The improvement of the position of the producer by depriving others of the opportunities of mixing, carrying, and profiting by an adulterated or dirty sample which was subsequently, at considerable expense and trouble, to be brought to a clean state before it can be used.

(4) The reduction of the expense of carrying and handling, by sea and by land.

(5) Facilitating the storage, purchase, and sale of, or the borrowing and lending of money on the grain crops.

(6) Opening the trade to all acquainted with the markets as opposed to the present state under which it is confined to grain experts, and to those who can or will pass off an adulterated article.

The effects which may be expected are :—

(1) Benefit to India as a wheat-producing country in increasing the demand for, by removing the objections to, its produce.

(2) Benefit to all concerned by putting the Indian wheat trade on a firmer and more satisfactory footing.

(3) Benefit to the State and other Railway owners from increased traffic due to a better demand for and extended cultivation of Indian wheat by relieving them of the custody of grain at stations, and by the more rapid loading, unloading, and release of their wagons.

(4) Benefit to the trade generally in reducing charges for handling, &c.

(5) Benefit to the Port Trusts in concentrating the traffic at the port storage elevators.

(6) Benefit to the shipping in increased traffic and the more rapid loading of vessels.

(7) Benefit to the trade by introducing more reliable samples of wheat.

(8) Benefit to the consumer in supplying a pure and graded article.

(9) Increased facilities for storing grain.

(10) Increased facilities for dealings in wheat on documents.

(11) Improvement in the position of the producer from the increased value of his product when cleaned and graded.

That the proposed Company may start with reasonable prospects of success, it appears to us that the assistance of Government would be necessary in the following directions :—

(1) Arrangements for the countersignature of certificates by Government officials.

(2) The free provision of land for the Company's purposes, either within or adjacent to the Railway and Port Trust premises and connected with the lines by sidings.

(3) A guarantee that similar facilities will not be afforded to a competing Company or individual for a term of twenty-five years.

(4) That the grant of concessions as above extend to every grain-shipping port, and along every line of railway, built or to be built, through the grain-producing districts of the Indian Empire.

(5) A guarantee of interest at the rate of 4 per cent. per annum for the first five years of the Company's operations, such advances being, however, repayable, without interest, from half of surplus profits in excess of 6 per cent.

The rights for which we would ask are as follows :—

(1) To erect elevators, cleaning or other machines for the cleaning, grading, and storage of wheat at all ports and railway stations connected with the grain trade.

(2) To levy charges (which may be under the control of Government) for the cleaning, grading, loading, and storage of grain.

(3) To issue certificates for the grain under the Company's charge.

(4) To act as agents for producers and others for the disposal of their grain.

(5) To act as agents for merchants and others for the purchase of grain.

(6) To make advances of money against grain held in the Company's elevators.

(7) To advance money to the ryots on the security of their land, crops, &c.

(8) To act generally as warehousemen, forwarders, shippers, and agents in all matters connected with the grain trade.

(9) To charge for any or all of these conveniences to the trade according to usage, and subject to the control of Government.

The adoption of the scheme at starting in its entirety, even at a few stations, is, we are inclined to think, a step too advanced for immediate consideration, and we would now propose that the first operations be conducted so as to disturb as little as possible the existing arrangements. In this view, we would propose to select a few stations on some of the principal grain carrying railways, and to conduct thereat simple cleaning and grading operations, returning the grain into bags, properly secured, and covered by certificates as to the quantity and quality, thus discarding for the present the idea of the elevator proper.

In the English markets our efforts would be directed to securing a demand for the clean and graded article, and further development of the scheme would be dependant upon the results obtained. We have reason to believe that in the English grain centres, accustomed to the American system, the certificates above referred to will speedily receive the credit they deserve, and, so soon as they become recognized

in the English markets, and thus act to the benefit of the producer, the steady development of the scheme may be confidently anticipated.

The railways on which it is proposed to commence are—

The Great Indian Peninsula Railway,
The Bombay, Baroda, and Central India Railway,
The Bengal-Nagpur Railway,

these being contributory to the one shipping centre of Bombay, between which place and Liverpool the trade is considerable, while Liverpool is a port already accustomed to the American system of clean and graded grain.

The authorities of the abovenamed railways have been addressed, and, so far as at present ascertained, the scheme will be favourably received and supported by them.

The stations at which machinery is proposed to be erected will be selected in communication with the Companies.

It is probable that in all some fifteen stations at the outset will be provided with cleaning, grading, and weighing apparatus, and with some elevating machinery, all of which will have to be sheltered from weather by buildings sufficiently strong to withstand the vibration of the machinery, and constructed with some regard to their future uses.

The machinery may be worked by bullock or steam power, as circumstances may require. It appears to us that the undertaking will necessitate the sending to India of a few qualified men to commence, conduct, and instruct in the operations, but we would desire to avail ourselves of the assistance of the Railway Companies' staffs to the utmost extent possible.

We believe that the whole of the machinery required in the first instance is readily obtainable in England, and, including freight, railway charges in India, and other expenses, we estimate its cost at ... ... £ 7,500

The buildings at fifteen stations, with cost of fittings and erecting machinery, would probably cost 10,000

The pay and allowances of staffs, preparatory to the commencement of work, may be taken at 5,000

And preliminary and contingent expenses 2,500

Making a total of £25,000

Besides the keeping the capital expenditure within the narrowest limits, it would be our object to keep down the working expenses and charges as low as possible. In the more advanced stages of the undertaking, the charges to be made will, beyond doubt, be far more than covered by the saving in cost of handling, &c., but during the preliminary operations just described the charges for cleaning and grading must be reduced to a minimum, to be covered by the enhanced value of the clean grain, and still leave the ryot sufficient inducement to avail himself of the advantages offered.

During this period of education and experiment, we can hardly expect the machinery to do more than pay the expenses of its working, but each subsequent step in advance should put our operations on a more satisfactory footing.

So soon as a demand for clean and graded wheat is secured in the United Kingdom, a demand on the part of producers or owners for the cleaning and grading of their wheat will certainly follow, and as this increases so will the present scheme progress towards the erection of a complete system of elevators, and, as success becomes assured on one or more lines of railway leading to one port, so will other lines of railway and other ports be supplied with similar advantages.

All extensions of operations involving expenditure beyond the amount of 25,000*l.* referred to in this paper would be submitted for the sanction of the Secretary of State for India, in such manner as he may direct, and we confine our present request for a guarantee of interest to a half-yearly payment, calculated at the rate of 4 per cent. per annum on the 25,000*l.* already indicated, and on the subsequent sums sanctioned from date of such sanction, for a period of five years from that of the acceptance of the proposals which we have the honour to make.

The capital of a Company sufficiently important to deal adequately with the subject of our representation must necessarily be large, but at starting the amount to be called up would be limited to 25,000*l.*, and during the continuance of the guarantee further calls must be restricted to amounts necessary to cover extensions duly sanctioned.

Memorandum on the proposed introduction into India of the American Elevator System of handling Wheat. By COLONEL FILGATE, R.E.

The proposal to deal with Indian wheat after the manner, more or less modified, in which the wheat crop of the American continent is handled, under what is known as the Elevator System, is put forward in the belief that it will commend itself to those high authorities conversant with the present serious defects of the trade, and interested in remedying them.

The promoters of this scheme believe themselves, as a body, to be cognizant with the Indian wheat trade as at present carried on, both in India and in England, with the system in India of handling and adulterating the wheat, from the time of its growth until its sale in England, and with the American system, under which pure and graded wheat only is put upon the English market. They claim that their experience, supplemented by their study of the subject, both from the published views of high authorities (*e.g.*, Her Majesty's Secretary of State for India, the Government of Bombay, the Bombay Chamber of Commerce, the Association of British and Irish Millers, Sir E. W. Watkin, Mr. McDougall, and others), and from inquiries of others connected with the trade (as merchants and millers), puts them in a position to deal practically with the subject.

Before proceeding to describe the proposed undertaking, it is desired to represent the advantages to be derived therefrom,—advantages which will be shared by all except the middlemen, whose presence is considered the worst feature in the trade as it now exists.

The Government in this matter may be likened to a large American Railway Company whose object it is to render most valuable, by cultivation or reputation, the lands in its ownership. It is due to this interest in the land and its produce, in America, that the Elevator System has not only come into existence, but has become universal and indispensable along the railroads of the wheat belt of the American continent, and so highly do the Railways value the advantages of the system that, were the grain crop is the principal commodity, the Companies decline to carry grain which has not been passed through the elevators. The advantages here indicated are that, by means of the elevator, a perfectly pure and reliable sample is obtained directly it leaves the farmer's hands, and the reputation of the district is not risked by the producer being allowed to place upon the market grain which has not been subjected to this recognized process of cleaning and grading.

It must not be imagined that the farmer suffers from this apparent restriction in the forwarding regulations, for as he has found in practice, it works entirely to his advantage, as the superior cleaning machinery in the elevator raises the grade of the sample.

The advantages to the Government, as the possessor of and as interested in the principal Indian railways, may be considered under those claimed in connection with the transport of the grain. The Railways concerned would be relieved of the responsibility and cost of receiving and guarding the wheat at their stations, as this would be done for them by the elevators, they would be relieved of the cost of loading and unloading their wagons, their rolling-stock would be more rapidly freed, and the fact of their carrying only the pure article would doubtless lead to their securing higher freights than when compelled to charge also for the conveyance of dirt. It should be added that when the carriage of grain in bulk is arrived at the existing closed wagons (invariably used for the purpose in America) can be loaded and emptied by means of elevators in the space of a few minutes, no change whatsoever being therefore necessary in the wagon stock of existing railways.

To the various Port Trusts the proposed undertaking presents the advantage of concentrating the export grain traffic at the port storage and shipping elevators. By means of sidings the railway cars are run into these and instantaneously unloaded, while the ship to be loaded, when brought alongside, can receive its complement of grain in a few hours.

The shipping interest is secured, in the first instance, like that of all others concerned, by the improved footing on which the grain trade is to be placed, but also in the more rapid and less costly loading of the vessels and by their being enabled to carry a greater quantity of grain in bulk than in bags. For this purpose the Atlantic steamers are usually fitted with bulkheads, the addition of which is of no inconvenience of and little expense, the divisions so made being capable as a rule, of holding 1,000 quarters of grain each.

The advantages to the producer are as follows. On delivery of his grain to the elevator it is cleaned, graded, and weighed, and a receipt therefore at once granted to him. This receipt may be held, sold, or

transferred by him at his pleasure, it being negotiable in all banking transactions just as is a bill-of-lading or railway or warehouse receipt, and possessing the additional security that it represents a certified quantity of pure grain of a certain grade or grades. By the system it is further secured to the producer (or other owner of the wheat) that the proper value for his grain will be obtained, as it remains in the custody of the Elevator or Railway Company (as his agents) until placed on board ship.

Means are afforded to him of holding the grain so long as he likes until prices suit, the Elevavtor Company being responsible for its condition.

Grain ultimately deposited at the seaport storage elevator, is under this system, sold and resold on the American continent through the medium of the elevator receipts without delivery. The whole system as affecting the producer is one calculated to secure to him the maximum value of his product, and to encourage him to grow more and better grain year by year.

Turning to the trade generally, it is, on the face of it, a very unsound condition of things that a large percentage of dirt should be carried from the Indian wheat fields to the English market, but what can be said of a policy which permits, in addition to this, the existence of middlemen, who, for selfish ends, concoct mixtures which ruin the reputation of the country as one capable of producing good wheat? But this is not the only important evil done to the trade, for under the existing circumstances, which lead to such mixtures becoming recognized samples, the business is necessarily confined to those who can or will pass off as Indian wheat upon the English markets a sample which just passes muster, and inflicts upon the miller a mixed and dirty article, tending to depress, year by year, the reputation of Indian wheat. That such men sholud oppose any such scheme as that suggested may, of course, be accepted at the start, but what is to their disadvantage in this matter re-acts to the advantage of the producer, for the clean wheat, which is the basis of the trade, must necessarily suffer in price in proportion to the extent to which adulteration by middlemen is carried on.

As opposed to this, the Elevator System throws the trade open (thereby increasing competition) to all acquainted with the markets, although not necessarily grain experts, for they buy and sell on recognized certificates, which bear on the face of them the quality and quantity of the grain.

The trade also directly benefits by the saving of the charges which must necessarily be incurred in mixing and conveying dirt.

The proprietors of the proposed Elevator Company believe that, under certain favoured arrangements which will be hereafter described, they can, by small charges for cleaning, grading, and storing wheat, secure to themselves a fair return on their outlay, and that the economy of the system will lead to their charges being covered many times over by the existing cost of handling, sampling, &c.

The undertaking may be commenced upon by selecting, in concert with Government, one line of railway for its operations, and these operations may be limited at the outset to a few favourable stations, at which

wheat, after cleaning, might even be returned to the bags. In this manner the risk might be reduced to a minimum, until the demand for the pure article had been ascertained. In this connection it must be borne in mind that, disregarding London for the moment, there are many important markets which demand clean wheat, and millers who protest against or refuse to take, except at low prices, the mixtures now offered to them, and so troublesome and expensive to them to clean and to separate

If successful in finding a market for its cleaned and graded article (which success it has no reason to doubt), the Company would be prepared to extend its operations by the erection of elevators wherever deemed necessary, and to such a point as to secure that it will become a recognized institution as in America.

The Company would be prepared to submit to the regulation of its charges by Government, and their first request would be that their cleaning and grading be so conducted to the satisfaction of Government that they would allow an officer, appointed by themselves, at each station to countersign the certificates issued by the Company, the Company undertaking to hold the Government harmless for the proper delivery of grain of the proper description. The promoters would stipulate for this, and be prepared to bear the cost of it, as at once placing them in a position above suspicion as to the value of their certificates. Possibly, this might be effected at first by local officers in addition to their duties.

The assistance required from Government in order to secure the formation of a Company of character and strength sufficient to deal with such a problem as this must take a form which will enable the Company safely to await the gradual development of the scheme. From the producer to the miller every one has, more or less, to be educated to the benefits of the system, and the proposed Company could not risk the undertaking of this education without some security that, if so far successful, they would be freed from the immediate opposition of others who had not undertaken this initial trouble and expense, but were ready to take advantage of the opening secured.

The Company would require, as already stated, the assistance of Government officers in the matter of its certificates.

It would require land for the erection of its elevators both at the ports (on Port Trust land) and in or connected with the railway premises at each station where an elevator is to be erected.

The elevators would have to be connected with the railway lines by sidings. And it would require that similar facilities should not be afforded to a competing Company or to individuals for a term of say twenty-five years. These concessions to extend to every grain-shipping port, and along every line of railway built or to be built into or through the grain-producing sections of the Indian Empire.

The Company would also require that interest at the rate of 4 per cent. per annum be guaranteed by Her Majesty's Secretary of State for India on their paid-up capital during the first five years of their operations. Such advances to be repaid, without interest, from half of surplus profits earned by the Company in excess of 6 per cent. It is believed that the concessions asked for are reasonable and legitimate.

For over ten years now it has been recognized that the future of India, as regards its farming interests, depend upon the introduction of the Elevator System as applied to the American continent.

The grant of land by Government, free, to Companies calculated to work out a public benefit is not an unusual favour.

The grant of the exclusive privilege for a limited period is also similar to what has been secured to Railway Companies in the past by their contracts with Government.

The grant of a guarantee also, for so short a time as five years, is not unreasonable considering the State interests at stake.

The rights required by the Company would be much as follows :—

To erect elevators for the cleaning, grading, and storage of wheat at all ports and railway stations connected with the grain trade.

To levy charges, as authorized by Government, for the cleaning, grading, storage and loading of grain.

To issue certificates for the grain under their charge.

To act as agents for producers and others for the disposal of their grain.

To act as agents for merchants and others for the purchase of grain.

To make advances of money against grain held in the Company's elevators.

To advance money to ryots on the security of their land, crops, &c.

To act generally as wharehousemen, forwarders, shippers, and agents in all matters connected with the Indian grain trade.

And to charge for any or all of these conveniences to the trade according to usuage, and subject to the control of Government.

But the Company will not be permitted, under any circumstances, to act as merchants or owners of grain.

The details connected with the working of this scheme are numerous, important, and interesting, but it is probably not necessary that many of them should find a place here.

An elevator may be seen at work at more than one place in England. It consists of a building of considerable height, and of varying floor space according to its capacity, the length invariably increasing with the latter. The "handling elevators" at the railway stations in America usually possess a capacity of from 30,000 to 40,000 bushels, and occupy a ground space of about 30 feet × 40 feet, and run to a height of from 60 feet to 75 feet. The "port storage elevators" run from 250,000 up to 1,000,000 bushels and over. The ground space occupied by these would be, say, 50 feet to 60 feet in width, and from 100 feet upwards in length according to capacity. The "first Russian grain elevator" recently erected was for a capacity of 275,000 bushels, and measures 63 feet × 128 feet, and is 82 feet high to the roof. It cost 214,000 roubles, which is probably 30 per cent. to 40 per cent. more than it would have cost in America.

The machinery in connection with an elevator consists of steam or other motive power, together with weighing, elevating, conveying, cleaning, separating, and fanning machinery. A good deal of information, including dimensions and prices, can be obtained about these in this country. It is belived that the "elevator" machinery generally has been brought to such perfection that, in spite of its simplicity, it performs its work with the greatest efficiency, expedition, and economy, and is not liable to get into any serious disorder with ordinary care. In many out-of-the-way places, on the American frontier settlements, the elevators are hundreds of miles away from foundries or mechanical workshops.

The elevator in America is usually made of wood, but there is no reason why the building should not be of any other material. The cost of an elevator in America is usually calculated at its bushel capacity, including all appliances, and ranges from 25 cents per bushel for the smaller elevators to as little as 18 cents per bushel for the largest size of storage elevators. Elevators are frequently built on an undeveloped plan, and added to in length as their capacity requires to be increased.

The cost of working an elevator is comprised of the price of fuel, the salary of the manager, and the pay of a small number of "hands," varying from 2 to 12, according to the size of the elevator. The cost of fuel at the "handling" or up-country elevators is considerably reduced by the fact that the weed seeds (often very abundant in oil) and other refuse, extracted in process of cleaning the grain, are made use of for this purpose.

The general rule for years past, at the up-country elevators, has been to charge half a cent per bushel for cleaning, grading and weighing, and 2 cents per bushel for a minimum of one month's storage, weighing, and loading into cars. It seldom happens that grain is stored in these for so long as one month, for they are used for cleaning and passing on the grain to the port storage elevators.

At the latter, other storage charges are made for longer periods at reduced rates, a small specific charge being made if it is necessary, during the storage of the grain, to pass it through the fanning machinery in order to secure its condition.

Experience on the American continent has shown the business to be a thoroughly safe one from the fact that the Elevator Company takes no risk in connection with the grain market, but merely acts as warehousemen and agents for farmers or grain merchants, the charges being a first claim upon the grain passing from the Company's hands. It is very necessary so to locate and construct each elevator that it shall, as nearly as possible, equal the demands at the point, but, provided this is seen to, every elevator should necessarily return a fair dividend upon the cost of construction and the yearly cost of working.

If the proposed Company's operations be restricted, at the start, to up-country operations at a few stations, it is believed that a sum of 50,000*l.* would suffice, to be increased by a similar sum so soon as circumstances justify and Government permit extensions to some

other stations, and to a storage elevator at the port concerned. It is hardly likely that the Company's expenditure, during the first five years of its existence, will exceed 100,000*l.*, but thereafter, presuming that the benefits of cleaning will then be thoroughly appreciated, both in England and in India, the capital expenditure will increase to a large figure.

No. 1270 OF 1890.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 18*th February* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 748, dated the 29th ultimo, I am directed to forward, for the information of the Chamber. copy of a further correspondence received from the Government of India on the subject of the introduction of grain elevators into India.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 128 (REVENUE).

INDIA OFFICE, LONDON, 26*th Decemler* 1889.

From the RIGHT HON'BLE VISCOUNT CROSS, G.C.B., Her Majesty's Secretary of State for India, to the GOVERNMENT of INDIA.

In continuation of my Despatch No. 116 (Revenue), of the 28th ultimo, enclosing a copy of a letter, with its accompaniments, from Mr. James Smith, relating to the introduction of corn elevators into India, I herewith forward a copy of a letter of the 27th idem, on the same subject, received from Mr. John M'Dougall, and also a copy of a letter, with its enclosure, of the 14th November last, received from the London Corn Trade Association, reporting the action taken by them in concert with the Liverpool Corn Trade Association in establishing a revised reference standard of purity for Indian wheats, which they hope will lead to an improvement in the quality of the grain imported from Calcutta, Bombay, and Karachi into the United Kingdom.

2. It is desirable to give the widest official publicity to this communication. Mr. M'Dougall's letter, while dealing with the new standards of the London and Liverpool Corn Trade Associations, will be chiefly useful in connection with the proposals made by Mr. James Smith, already before your Excellency's Government.

ENCLOSURES.

No. 1.

CLIFTON HOUSE, GREENWICH PARK, S.E., *27th November* 1889.

From JOHN M'DOUGALL, Esq., to the SECRETARY of STATE for INDIA.

I have the honour to inform your Lordship that the London and Liverpool Corn Trade Associations have (after considerable discussion) come to an agreement in reference to the terms of contract regarding impurities in Indian wheats.

They have had the average samples of the 1888 crop tested, and the results show the impurities to be somewhat higher than the analysis I made of the 1887 crop for your Lordship.

Having divided the total shipments of the year into two portions, viz, the ante-monsoon (new crop to 30th June) and post-monsoon (1st July to the end of the season), the average impurities have then been taken as the limit that will be allowed.

This will not in any way cause a higher standard of purity in Indian wheats. In fact, it allows a greater degree of impurity in the earlier shipments, although it may prevent the occasional shipment of parcels of gross admixture.

It is with extreme regret that I report this lame result of all that has been done by the India Office in the endeavour to encourage the merchants and millers of the United Kingdom to demand a higher standard for Indian wheats, and I would suggest that attention should now be given to what may be done in India.

The great facilities provided in America and South Russia for the cheap stowage and transit of grain has been most beneficial to the development of their immense trade.

In the United States and Canada elevators are erected at almost every railway station in the neighbourhoods where grain is produced. This not only provides for cheap stowage, but also for the grading into standards, qualities, and the issuing of warrants, which enable the holder to readily sell his parcel of grain without the necessity of carrying or showing samples.

At a railway or other depot an elevator is erected, its capacity being regulated by the necessity of the neighbour hood. An official is appointed with the necessary standard samples for comparison. The farmer, instead of having to erect a barn or store, takes his grain to the elevator, where it is received, classified, and stored, and a warrant given him stating the quantity and quality; and he can then go to his market, sell or hold as he may see best, or he may get an advance from his banker or merchant on the security of his warrant. The official is responsible to deliver the quantity of wheat, &c., of equal quality, but not necessarily the exact wheat that was delivered to him.

In America the wheat trade is all done in bulk, labour being very costly, and elevators of great capacity are used.

In India nearly all the wheat trade is in bags and labour being cheap, the need for machinery, &c., to save labour is not so necessary, and a floor space to gather together a few hundred tons, so as to make a fair average sample, would probably be all that would be required.

But the principle involved in having a public store where each parcel of wheat would be classified, and the issuing of warrants to avoid the showing of samples at market, would do much to cause the grower to take care in the harvesting and thrashing of his crop, so as to justify its being placed in the highest grade of its class.

I cannot advise as to whether this matter should be conducted by Government officials or by the agents of firms. If by the latter, there should certainly be no monopoly. But as the Government has so large an interest in the railways, it would probably be desirable that they should keep the handling of the grain in their own hands.

It would very soon be decided if it would be necessary to erect machinery for the cleaning of grain, and when the natives found a clear distinction made between clean and unclean grain, they would themselves soon find the means of producing clean grain.

I consider the question of pure wheat of such vital importance to India and also the labouring classes of the country, that I have no hesitation in submitting these suggestions to your Lordship, and in asking your best consideration of them.

No. 2.

LONDON, 14*th November* 1889.

From M. J. CRADOCK, Esq., Secretary, London Corn Trade Association, to the SECRETARY of STATE for INDIA.

I have the honor of enclosing you copy of a letter which has been addressed by this Association to the Bombay Chamber of Commerce, the Calcutta Wheat and Seed Trade Association, and others connected with the trade, with regard to the "impurities" in Indian wheats.

I am requested to say that it will thus be seen that this Association has not been unmindful of the hope expressed by your Lordship at the meeting last May at the India Office, that some endeavour should be made to reduce the "impurities" in Indian wheats.

No. 3.

LONDON, 14*th November* 1889.

From M. J. CRADOCK, Esq., Secretary, London Corn Trade Association, to the SECRETARIES, BOMBAY CHAMBER of COMMERCE, the Calcutta Wheat and Seed Trade Association, &c.

At a meeting held last May at the India Office, at the invitation of Viscount Cross, who took the Chair, it was felt that an effort should be made to improve, if possible, the "impurities" in Indian wheat. With this view this Association has had the standard samples of the various qualities of the crop of 1888 of Indian wheat analyzed by Mr. Bernard Dyer, with results as per his report enclosed.

Taking into consideration the statement of the East Indian Wheat Committee of this Association, which was read at the said meeting in reply to the reports and papers issued by the India Office, this Association, in conjunction with the Liverpool Corn Trade Association, have had several meetings with a view to an improvement compatible with the exigencies of the trade here, and the actual condition in which wheat is grown and gathered in India; and it has been agreed by the two Associations that two reference standard samples shall be made up of each of the descriptions of wheat named in the annexed table, solely for the guidance of the East Indian Wheat Committee of this Association in making up the standards as to "impurities" only.

Ante-monsoon and post-monsoon reference standard samples will be made up, and the arrangement will come into force with the new crop of 1890.

It is hoped that this will lead to an improvement in the cleanliness of Indian wheat, and this Association trusts you will use your influence to bring about this much-to-be desired result.

Description of Wheats.	Ante-Monsoon.		Post-Monsoon.	
	Impurities.	Of which may be Dirt.	Impurities.	Of which may be Dirt.
No. 1 Club Calcutta	¼ per cent.	1½ per cent.	4½ per cent.	2 per cent.
No. 2 Club Calcutta	¼ "	1½ "	5 "	2 "
Hard Calcutta	3 "	1½ "	3½ "	2 "
Soft Red Calcutta	4½ "	2 "	5½ "	2½ "
No. 1 Club Bombay	3 "	1½ "	3½ "	2 "
Red Club Bombay	3 "	1½ "	3½ "	2 "
Soft Red Bombay	3 "	1½ "	3½ "	2 "
Hard Red Bombay	3 "	1½ "	3½ "	2 "
Hard White Bombay ..	3 "	1½ "	3½ "	2 "
Soft Red Delhi	4 "	1½ "	5 "	2 "
Soft White Delhi	4 "	1½ "	5 "	2 "
White Jubbulpore	3 "	1½ "	3½ "	2 "
Atbara	3 "	1½ "	3½ "	2 "
Soft Red Kurrachee ..	5 "	1½ "	7 "	2 "
Soft White Kurrachee ..	6 "	1½ "	7 "	2 "

N.B.—Ante-Monsoon shall mean shipments of the New Crop to 30th June.

Post-Monsoon shall mean shipments from 1st July to remainder of the season's shipments.

With the exception of soft Red and Soft White Kurrachee, when the period for these qualities shall mean shipments of the New Crop—

Ante-Monsoon to 30th September.

Post-Monsoon from 1st October to the remainder of the season's shipments.

No. 4.

Analyses of Indian Wheats (via Canal) of the Crop 1888, by MR. BERNARD DYER, B.Sc. (Lond.), F.I.C., F.C.S., F.L.S., Analyst to the Essex, Leicester, Devon, and West Glamorgan Agricultural Societies; the Notts and Sevenoaks Chamber of Agriculture, &c.; Official Analyst to the Association.

Month of Shipment.	CALCUTTA.										BOMBAY.													
	No. 1 Club.			No. 2 Club	Hard.			Soft Red.			No. 1 Club	Red Club.			Soft Red.			Hard Red.			Hard White.		
	Barley, &c.	Dirt.	Total other than Wheat.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.
April	...	..	..	4·27	1·02	2·36	2·38	2·04	3·12	5·16	3·23	..	..	..	0·08	0·59	0·67	0·91	2·35	3·26	..	..	..
May	1·62	2·27	3·89	4·12	...	...	..	1·76	2·82	4·58	6·55	0·75	3·19	3·94	0·09	2·23	2·32	..	..	...	..	..	..
June	2·65	1·85	4·50	5·76	1·92	2·42	4·34	1·77	3·70	5·47	3·75	0·64	1·60	2·24	0·17	3·79	3·96	..	..	..	..	..	..
July	...	..	..	5·27	...	...	...	2·21	2·26	4·47	3·51	..	..	..	1·28	1·26	2·54	..	..	...	..	..	..
August, ..	2·38	2·18	4·56	5·66	1·05	1·18	2·23	2·77	1·95	4·72	3·84	...	..	...	...	..	...	..	..	...	..	..	..
September ..	2·25	2·05	4·30	4·52	1·15	1·76	2·91	2·07	2·65	4·72	3·75	..	..	..	1·42	1·28	2·70	..	..	..	..	..	..
October ...	...	..	..	4·84	0·94	1·51	2·45	1·81	3·10	4·91	3·23	...	..	...	..	..	...	0·18	2·61	2·79	0·26	2·76	3·02
November...	...	..	..	7·50	1·11	4·28	5·39	2·19	2·31	4·50	4·66	..	..	..	1·16	1·10	2·26	0·15	2·12	2·27	0·13	2·95	3·08
December ..	...	..	..	4·96	..	...	..	1·49	3·24	4·73	3·38	..	..	..	..	...	...	..	..	..	0·15	2·60	2·75
January ...	...	..	..	4·30	..	...	..	..	..	...	2·76	...	...	...	0·24	5·33	5·57	..	..	...	...	..	..
February ..	...	..	..	..	..	..	..	..	..	..	2·71	..	..	..	...	..	..	..	..	...	...	..	...
March	...	..	..	..	..	..	..	..	..	..	3·19	..	..	...	..	..	...	..	..	...	..	..	..
Average ..	2·22	2·09	4·31	5·12	1·20	2·25	3·45	2·01	2·79	4·80	3·68	0·69	2·39	3·08	0·63	2·23	2·86	0·41	2·36	2·77	0·18	2·77	2·95

N.B.—The term "Barley, &c.," used above, includes all grain of intrinsic value, such as barley, oats, peas, linseed, &c. The term "Dirt" includes earth, chaff, and miscellaneous weed seeds.

17, GREAT TOWER STREET, LONDON,
2nd October 1889.

BERNARD DYER,
Public Analyst.

No. 4.

Analyses of Indian Wheats (via Canal) of the Crop 1888, by MR. BERNARD DYER, B.Sc. (Lond.), F.I.C., F.C.S., F.L.S., Analyst to the Essex, Leicester, Devon, and West Glamorgan Agricultural Societies ; the Notts and Sevenoaks Chamber of Agricultures, &c. ; Official Analyst to the Association..

Month of Shipment.	KURRACHEE.						DELHI.						JABBULPORE.			ATBARA.		
	RED.			WHITE.			SOFT RED.			SOFT WHITE.			WHITE.					
	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.	Barley, &c.	Dirt.	Total other than Wheat.
April	5·68	0·78	6·46	8·11	1·38	9·49	..	...	..	...	...	...	...	...	...	...	...	...
May	2·40	1·34	3·74	7·27	1·44	8·71	..	...	..	2·54	1·43	3·97	1·25	3·01	4·26	0·41	2·53	2·94
June	6·44	0·92	7·36	3·61	0·93	4·54	..	..	..	4·44	1·08	5·52	2·18	1·47	3·65	...	..	..
July	...	..	..	5·70	1·59	7·29	..	...	..	3·85	2·20	6·05	1·48	2·70	4·18	..	..	..
August	...	..	..	5·49	1·38	6·87	..	...	..	3·31	2·97	6·28	2·95	1·14	3·09	..	..	..
September	6·11	1·42	7·53	5·79	1·29	7·08	2·88	1·03	3·91	3·09	2·57	5·66	0·86	2·58	3·44	0·33	2·57	2·90
October	6·73	1·03	7·76	6·14	0·86	7·00	3·28	0·99	4·27	2·62	2·35	4·97	...	...	..	0·40	2·59	2·99
November	6·46	0·94	7·40	6·20	2·37	8·57	..	..	...	2·90	1·98	4·88	1·11	1·56	2·67	..	..	..
December	5·73	1·29	7·02	6·19	1·24	7·43	...	...	..	2·72	2·11	4·83	..	..	..	...	...	..
January	7·25	1·06	8·31	5·41	1·75	7·16	3·45	1·14	4·59	3·23	3·05	6·28	..	..	..	0·26	2·40	2·66
February	8·39	0·96	9·35	7·02	1·01	8·03	3·75	0·98	4·73	2·68	1·68	4·36	..	..	..	...	..	..
March	7·41	2·70	10·11	6·51	1·27	7·78	2·64	1·91	4·65	3·85	2·90	6·75	..	..	..	...	..	..
Average ..	6·26	1·24	7·50	6·12	1·37	7·49	3·20	1·91	4·41	2·20	2·21	5·41	1·64	2·08	3·72	0·35	2·52	2·87

N.B.—The term "Barley, &c.," used above, includes all grain of intrinsic value, such as barley, oats, peas, linseed, &c. The term "Dirt" includes earth, chaff, and miscellaneous weed seeds.

17, GREAT TOWER STREET, LONDON,
2nd October 1889.

BERNARD DYER,
Public Analyst.

BOMBAY CHAMBER OF COMMERCE, 19*th February* 1890.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 748, of 29th ultimo, giving cover to a letter from the Government of India, Revenue and Agricultural Department, with accompanying papers relating to the formation of a company for the introduction of grain elevators into India, respecting which you request the opinion of this Chamber.

2 The subject has received the most careful consideration of the Committee who have also obtained, in addition, the views of other members of the Chamber largely interested in, and conversant with, the wheat trade of India, both as up-country buyers and exporters; and I am directed to say that the opinions expressed are unanimously adverse to the proposed scheme as being unsuited to the requirements of the country and impracticable financially.

3. In America, where large tracts of land are under cultivation with the same description of wheat which can be graded according to the quality of the season, as No. 1 or No. 2, elevators situated at suitable centres of rail and water communication afford to growers, dealers and speculators a safe, cheap and convenient means of marketing and storing their produce which is practically a necessity in an uncertain and rigorous climate. Similar requirements and conditions, however, do not exist in this country. The descriptions and qualities of wheat produced are far too numerous and varied to admit of the system of classification and grading prevailing in America, while the absence of transit facilities prevents the trade concentrating at internal centres in sufficient volume to afford employment for elevators. No doubt this latter difficulty will be materially lessened as railway communication is extended and improved, but the climatic objections to the use of elevators are permanent and apparently insuperable. For seven or eight months of the year grain can be safely kept in the open air without expense for either rent, fire insurance or other charges incidental to warehousing, while during the other four or five months the native system of storage in pits is not only inexpensive but gives immunity from weevils which no mode of ware-

housing ensures. The loss in weight from this cause alone during the monsoon would probably not be less than 5 per cent., not to speak of the still more serious damage to quality which results, and for this reason alone, if no other objection existed, the members of the Chamber consider that elevators would prove unsuitable and impracticable.

4. The low cost of manual labour in India, moreover, is an important factor in estimating the working prospects of such a scheme, and except in the mere process of cleaning, where possibly mechanical appliances would be an advantage, little, if any, economy could be obtained in handling wheat by means of elevators.

5. To the cleaning and improving the quality of Indian wheat this Chamber has always attached the utmost importance and any means of a practical character likely to attain or further that end would be welcomed by those interested in the trade in Bombay. It is not apparent, however, how the introduction of another intermediary between the grower and the exporter is likely to give any beneficial results. This Chamber has always contended and still maintains that given proper conditions of sale in the consuming markets, no difficulty exists in obtaining sufficiently clean wheat at present, but if that were not so, it is evident that the measures to obtain greater cleanliness and freedom from impurities must be taken at the time of thrashing, as adulteration or dirt once introduced is beyond a certain point irremediable.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX S.

IMPROVEMENT IN THE CLEANLINESS OF INDIAN WHEAT.

LONDON CORN TRADE ASSOCIATION,

LONDON, *7th February* 1890.

To the PRESIDENT of the BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee to acknowledge the receipt of your letter of the 6th December, and to state, in reply, that they carefully considered the question of impurities in the various kinds of Indian wheats, and after hearing the evidence of sellers and buyers, they did not see their way to go further in the matter of refraction at present.—I am, &c.,

M. J. CRADOCK, Secretary.

APPENDIX T.

EXPERIMENTS IN WHEAT CULTIVATION IN INDIA.

No. 1150 of 1890.

Poona, 28th June 1890.

From the Director, Land Records and Agriculture, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—You will remember that in 1883-84 you were good enough to obtain, through Messrs. Ralli Brothers, hand-picked samples of the best descriptions obtainable in India of local growth of wheats of four varieties:—

Hard Red, Hard White,
Soft Red, Soft White.

2. From time to time I have in my annual reports noticed the results of the experiments. For a time both consistency and colour appeared to be undergoing change, assimilating themselves to the local characteristics of the Bhadgaon Farm, where the seed was sown.

3. A comparison, however, of the produce of 1889-90 with the original seed supplied in 1883-84, seems to show that the changes were only temporary, and the characteristics of the seed have been fully maintained. Samples were sent to Messrs. Ralli Brothers direct that year by the Superintendent of the Bhadgaon Farm, and favourably reported on. But I have to add that the outturn of the produce of the outside wheats has now so greatly improved, that it seems desirable to pay attention to raising pedigree seed for distribution. The imported varieties did not succeed well for a year or so.

I shall in my report shortly review the experiment, which is now in its sixth year.

4. But meanwhile I have again to solicit your kind offices to procure me 20 lbs. each of the very best varieties of the hard and soft, red and white, wheats of the country, to be sown in September next. I shall be glad to pay all the cost, including hand-picking, but the hand-picking may be left to me.

5. I wish to repeat the experiment again carefully, and would request that the wheat may be sent direct to the Superintendent, Bhadgaon Farm, with a note showing exactly where the various kinds were grown.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture.

BOMBAY CHAMBER OF COMMERCE, *3rd July* 1890.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1150 of the 28th ultimo, and to inform you, in reply, that Messrs. Ralli Brothers have—at the request of the Committee of the Chamber—expressed their willingness to procure and forward to the address given in your letter, 20 lbs. samples of each of the different varieties of wheat mentioned.

The Committee would be glad to be favored, in due course, with a report on the result of this fresh experiment.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 11*th July* 1890.

The SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—In compliance with your letter of the 3rd July 1890, we beg to send you the following four samples, carefully selected, of 20 lbs., each, viz. :—

Hard Red, Hard White,
Soft Red, Soft White.

The *Hard Red* Wheat is grown principally in the Deccan, coming especially from Sholapore and Bijapore. It is also grown in the Nagpore districts, and in lesser quantities about the Akola and Khamgaon districts.

Hard White is to be had in Khandesh, in the Nagpore districts, in the Berars, and in small quantities in the Deccan (Barsee and Ahmednagar).

Soft Red.—We are sending a sample of the Soft Red produced in the Akola and Khamgaon districts, which is the best quality of Soft Red to be had. This wheat is only grown in the above districts. The Ahmedabad Pessie is also a good soft red wheat, but not like the Akola, and we are not sending a sample of same.

Soft White.—Grown in the Central Provinces and in the Nagpore districts.

We may add that the quality of this year's crop is not in general so good as in the previous year, the grain not being so well nourished.—Yours, &c.,

RALLI BROTHERS.

BOMBAY CHAMBER OF COMMERCE, 12*th July* 1890.

The SUPERINTENDENT, Bhadgaon Farm.

DEAR SIR,—I am directed to inform you that the Committee of the Chamber have, at the request of the Director of Land Records and Agriculture, Bombay, procured and forwarded to your address this day, for experimental purposes, samples of the following descriptions of wheat :—

Hard Red, Hard White,
Soft Red, Soft White ;

and I enclose a copy of a letter received from Messrs. Ralli Brothers, by whom the samples have been made up, giving particulars as to place of growth, &c.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 1301 OF 1890.

POONA, 16*th July* 1890.

From the DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging with thanks the receipt of your letter, dated 12th instant, I have the honor to enquire whether Messrs. Ralli Brothers can give the name of the district or locality from where the particular selected seed under reference was received. This information has been given in respect to soft red. wheat, but not in the case of the other three varieties.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1890.

Messrs. RALLI BROTHERS, Bombay.

DEAR SIRS,—I am directed to wait upon you with the accompanying copy of a letter received from the Director of Land Records and Agriculture, Bombay, and to ask you to be good enough to furnish me, if possible, with the information required.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 18*th July* 1890.

To the SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are in receipt of your letter of the 17th instant, transmitting us a copy of the letter of the Director, Land Records and Agriculture, addressed to you.

In the case of the "Hard Red," "Hard White," and "Soft White," we cannot mention the special district from which the wheat had come, because we selected the samples out of the wheat we had in our godowns, and we could not say from which district the wheat had been imported.

We can, however, say that the best quality of Hard Red comes from Bijapore and Sholapore, the best "Hard White" comes from Nagpore. As regards the "Soft White" the best quality comes from Hurda, Seoni and all the Hunseghabad district.

We may mention that there is, besides the above description, the bold Khandwa Hard White wheat, of which we did not send a sample, but if the Director of Land Records and Agriculture wishes it, we shall be pleased to furnish him with a sample.—We remain, &c.,

RALLI BROTHERS.

BOMBAY CHAMBER OF COMMERCE, 21*st July* 1890.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1301 of the 16th instant, and to forward, for your information, the accompanying copy of a letter received from Messrs. Ralli Brothers, replying to your enquiries regarding the wheat seed supplied to you.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1412 OF 1890.

POONA, 28*th July* 1890.

From the DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging with thanks the receipt of your letter dated 21st instant, giving cover to Messrs. Ralli Brothers' letter of the 18th idem, I have the honor to inform you that I am unable to take advantage of the kind offer of Messrs. Ralli Brothers to send a sample of Khandwa hard white wheat, as the cropping scheme for the next season has already been prepared and the fields accordingly appropriated.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture, Bombay.

APPENDIX U.

EXPERIMENTS WITH PATENT SILICATE MANURE.

BOMBAY, 24*th April* 1890.

To the SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—We beg to give you below copy of a letter we have received from "The Patent Silicate Manure Company," and the printed matters, as well as copy of our reply to them.

We are not ourselves in a position to have the manure tried in anything like a reliable way, and we shall thank you to let us know whether you can undertake to have the manure tried, in which case we will send the bill of lading for the bags mentioned, as soon as we get it. (The bill of lading is not yet to hand.)

Copy of the letter from the Patent Silicate Manure Company.

"As we understand that there is no firm so interested as yourselves "in Indian wheat, we take it for granted (in the absence of sufficient "time to get your answer before next harvest, if we first ask your "permission) that you will help us to have a careful experiment "made by one or more of your up-country friends, with the few bags "of our Patent Silicate Manure, which we are sending you free of cost "as per enclosed bill of lading.

"Enclosed printed matter will convince you that the manure has "proved itself a special value at home, and we are curious to see if "the aridity of your climate will influence its beneficial results "on the wheat.

"It is quite possible that in such a climate as yours the advantage "of the manure may not show itself the first season.

"We could not venture to trouble you, unless the subject had both "a public and a private interest.—Yours, &c.,

p. pro. RALLI BROTHERS,
M. SCOULOUDI.

BOMBAY CHAMBER OF COMMERCE, 2*nd May* 1890.

E. C. OZANNE, Esq., Director of Land Records and Agriculture, Bombay.

SIR,—I am directed to wait upon you with the accompanying copy of a letter and enclosures, which have been for-

warded to the Chamber by Messrs. Ralli Brothers of this city, and to say that should you deem it advisable, the Committee of the Chamber would esteem it a favor if you could arrange to give the manure a trial on suitable land. Should you be agreeable to undertake the experiment I shall arrange for the stuff, when received, to be delivered at any address you may mention.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 701 OF 1890.

POONA, *7th May* 1890.

From the DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated the 2nd instant, I have much pleasure in stating that I am ready to carry out the experiments desired by Messrs. Ralli Brothers on wheat, with the silicate manure. The best place for the experiment is the Bhadgaon Farm near the Pachora Station in Khandeish. The wheat crop is sown about September, but the manure may be sent to the Farm as early as is convenient. It should be consigned to the Superintendent of the Government Farm, Bhadgaon, via Pachora Station. The Superintendent will send to the station for it.

You do not state the weight of the contents of a bag, but it would be well if sufficient manure for one acre (5 cwt.) is supplied.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture.

BOMBAY, *8th May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—*The Patent Silicate Manure Co.*—In continuation of our letter of the 24th April, we beg to send you copy of a further communication we have received from the above Company in regard to their patent silicate manure.—Yours, &c.,

p. pro. RALLI BROTHERS,
M. SCOULOUDI.

CHEMICAL WORKS.

HEMEL, HEMPSTEAD, *April 10th*, 1890.

MESSRS. RALLI BROTHERS, Bombay.

DEAR SIRS,—We are anxious to make a test of our Patent Silicate Manure in India, and shall be glad to learn from you (who, we believe, are more largely interested in Indian corn than any other firm), if you will interest yourselves in the experiment, either with a view to your importing the manure subsequently to your port, on a more or less exclusive basis, should results encourage you to do so ; or simply from the point of view of the public benefit.

Enclosed printed matter will fully inform you of the value of the manure for corn ; and there are peculiarities in your climate which make us particularly anxious to have an experiment made with it there.

If you accept our offer, and will simply undertake to find, for this season, some or more reliable farmers to make a careful comparative test with the manure, we will send you, free of charge, a few bags with which to have the experiments made.

A very great deal depends upon the accuracy and care with which the experiments are conducted ; and we can't too strongly recommend that subject to your earnest attention.

It will be for your kindness to advise us whether there will be time enough, after receipt of your reply, for us to ship the manure with a fair chance of its arriving in such time as to allow of the experiments being conducted this season.

You will notice that, in our printed matter, we make reference to the already noted effect on Indian corn of the application of silicate manure by the action of nature. Awaiting the favour of your reply—Yours, &c.,

PATENT SILICATE MANURE COMPANY.

BOMBAY CHAMBER OF COMMERCE, 15*th August* 1890.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay.

SIR,—With reference to my letter of the 2nd May last, and your reply No. 701 of the 7th idem, I am now directed to inform you that 10 bags of manure—received by Messrs. Ralli Brothers from the Silicate Manure Company—have been forwarded to the Superintendent of the Bhadgaon Farm, and the Committee will be glad if you will ask the

Superintendent to give the stuff a fair trial on suitable land, and communicate the result to the Chamber in due course.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15*th August* 1890.

Messrs. RALLI BROTHERS.

DEAR SIRS,—I am directed to acknowledge, with thanks, the receipt of your letter of the 12th instant, with 10 bags of manure, received by you from the Silicate Manure Company which have been forwarded to the Director of Land Records and Agriculture, Bombay, with a request that the stuff may be given a fair trial on suitable land, and the result communicated to the Chamber in due course.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th August* 1890.

The SUPERINTENDENT, Bhadgaon Farm.

DEAR SIR,—I am directed to inform you that 10 bags of manure, received by Messrs. Ralli Brothers from the Silicate Manure Company, have been forwarded to your address, as per railway receipt enclosed. The Director of Land Records and Agriculture, Bombay, has kindly undertaken to give the stuff a fair trial, and I shall thank you to do the needful on hearing from him.—Yours, &c.,

JOHN MARSHALL, Secretary.

No. 1573 OF 1890.

POONA, 19*th August* 1890.

From the DIRECTOR, LAND RECORDS and AGRICULURE, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging receipt of your letter, dated 15th instant, I have the honour to inform you that the Superintendent, Bhadgaon Farm, has been requested to try the experiment proposed by you, and to report the result at the end of the wheat season.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture.

No. 274 OF 1890.

BHADGAON, 19*th August* 1890.

From the SUPERINTENDENT, Khandeish Experimental Farm, to JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

SIR,—I have the honor to acknowledge with thanks Railway receipt enclosed in your letter of the 16th instant, and to state that arrangements have already been made to give the silicate manure a fair trial.—I have, &c.,

P. R. MEHTA, Superintendent.

APPENDIX V.

PAPERS ON COMMERCIAL MATTERS RECEIVED FROM GOVERNMENT.

ESTABLISHMENT OF A COTTON FACTORY AT CANTON.

No. 6 (REVENUE).

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

23rd January 1890.

From HER MAJESTY'S SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

I forward herewith a copy of a letter of the 7th ultimo, from the Foreign Office, communicating a despatch, with enclosure, from Consul Alabaster, relating to the projected establishment of a cotton factory at Canton.

2. The proposal directly affects millowners in the Bombay Presidency and Bengal, and it is important therefore that these papers should be widely published in India, from which country China imported in 1887-88 cotton goods to the value of Rx. 3,328,605.

7th December 1889.

From SIR P.W. CURRIE, Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India for perusal, a despatch from Her Majesty's Consul at Canton, relating to the proposed establishment of a cotton factory.

It is requested that this despatch, which is sent in original, may be eventually returned to this Department.

No. 10.

18th October 1889.

From C. ALABASTER, Esq., Her Majesty's Consul at Canton, to the SECRETARY of STATE for FOREIGN AFFAIRS.

I have the honour to enclose translation of a document which I have forwarded to Her Majesty's Minister at Pekin in reference to the establishment of a cotton factory in Canton.

MEMORIAL TO THE THRONE BY CHANG CHIH-TUNG.

9th September 1889.

Your servant humbly craves Your Majesty's sacred glance upon a memorial reverently prepared in which he reports the proposed establishment in the province of Kwang-Tung of cotton mills under Government supervision and the purchase of the necessary machinery for reeling yarn and weaving cloth with a view to the improvement of trade and the prevention of the outflow of money.

Your servant ventures to submit that ever since the commencement of trade with foreign nations no proportion of the sums, which have leaked out of China abroad, is greater, exclusive of foreign opium, than that expended for foreign cloth and foreign yarn. The threads of foreign yarn are fine as well as long and can be woven into cloth of greater width, of which one piece, as compared with the native cloth, is enough in its use to make up for several pieces.

The skilful employment of machinery for the reeling of yarn, the dyeing of yarn, the wheeling of cotton and for preparing cotton for brocades will render the labour of one man equal to that of one hundred men, will save the labour, will lower prices and daily increase the consumption of cloth.

A perusal of the trade returns shews that the import of the three kinds of cotton goods, *viz.*, cloth, yarn, and ginghams, has risen from year to year.

Indeed not only has the use of native cloth for making clothes steadily fallen off, but even for the manufacture of native cloth foreign yarn is purchased and employed. In fact, the amount of silver that left the country in the year 14 of Kwang Hsii [1888-89] reached the total of Tls. 50,000,000 [£10,500,000].

As regards opium, your servant ventures to call the attention of Your Majesty to the fact that in years gone by China had two articles of export, *viz.*, silk and tea, which were enough to counterbalance the outflow of money in this direction, but of late Japan, India, and Italy and other countries have taken in hand the production of these articles and have drawn away the source of profit.

Throughout various localities in foreign countries, tea is being grown and the mulberry tree planted and the production nearly as great as that in China, proves a detriment to the Chinese export trade.

Indeed, at one time, the profits to be derived from tea and silk were the exclusive monopoly of China, but of late these profits have already begun to fall to the share of the various countries, so much so that the tea-planters and silk-weavers are suffering, the welfare of the people is daily deteriorating, and in the course of ten years more what calamities will ensue it is difficult to conceive.

Since it is at present impossible to prohibit the import of cotton goods, the only alternative that remains open is to purchase machinery to reel the cotton and to weave cloth in order to improve the welfare of the labouring and mercantile classes and to safeguard the source of gain.

Of late years, however, merchants of substance and position in China have, on various occasions, taken this proposal into considera-

tion, but, consequent upon the difficulty attending the collection of the necessary capital, their design has not become an accomplished fact, nor has it in point of fact up to this very day been realised.

Your servant having in conjunction with the Reorganisation Board and with the Commissioners of Finance and of Justice and the intendant held minute deliberation and come to the decision to establish a cotton mill in the province of Kwang-Tung under Government directions, to take the initiative on behalf of the mercantile class, to advance the needful funds to meet the urgent expenditure, and to procure payment of these advances, after the success of the undertaking has been assured, by the collection of capital from the successive sale of shares among the members of the mercantile community, he lost no time in sending a telegram to his Excellency Liu Jui Fen, Minister to Great Britain, and lately nominated Governor of Kwang-Tung, to make enquiries as regards the cost of the machinery and as to the requirements for the establishment of a cotton mill.

Your servant begs to observe that the large number of the kinds of cloth manufactured abroad renders their imitations difficult, but specimens of the seven kinds mostly in use in China, *viz.*, grey narrow cloth, grey cloth, of two qualities, Nos. 1 and 2, white cloth, of three qualities, Nos. 1, 2, and 3, twilled cloth and figured brocades, were selected and forwarded, along with samples of Chinese cotton to the Iron works establishment in England, in order that the proper machinery for their imitation should be put together.

A telegram from his Excellency Liu Jui Fen, subsequently received informed your servant that the sample of cotton had been submitted to and tested by a cotton mill in England with the result that the cotton was found suitable for cotton cloth, *viz.*, narrow cloth, drills, and grey cloth of the second quality : that for the manufacture of the first class fine cotton cloths it was necessary to mix an equal proportion of American cotton which would make a fine yarn and be suitable for the purpose.

Your servant ventures further to point out that the various provinces adjacent to the Yangtze produce cotton, the best of which is that grown at Tung Chow, in Chiang Nan, the next in quality being the cotton of Chia Ting and Nan Chiang, and after these the cotton of the prefecture of Ningpo in Cheakiang and of the prefecture of Sung Chiang in Chiang Nan.

Cotton is, it is true, not a product of the two provinces of Kwang-Tung and Kwanghsi, but the freight for transport from Shanghai will be very low, and what is more the cotton brought down from that port will all be native.

The various kinds of Chinese cotton are only suitable for the manufacture of three kinds of cloth and an admixture of foreign cotton is needful for the manufacture of the seven kinds above mentioned, but your servant finds that England and France are themselves reliant upon India and America for the purchase of cotton, and that though cotton is not indigenous in these two countries the profits derived from the manufacture of cotton goods and the reeling of yarn are nevertheless considerable.

There is to be found in China cotton suitable in itself for three kinds of cloth and even for the manufacture of all the seven kinds, a

mixture only of 30 per cent. of foreign cotton with 70 per cent. of Chinese is necessary, and the low wages as compared with the high wages that prevail abroad, the easy market the cloths will obtain when manufactured and the saving of the freight backwards and forwards will make profit greater than those derived in foreign countries the natural result.

There is at present in China but one cotton mill established by the mercantile body in Shanghai, but though it has been in existence over ten years it has not proved a success.

Should success follow the establishment of a Government cotton mill in the province of Kwang-Tung, such establishments can be extended in all the provinces along the Yangtze, where the skilful transformation of foreign cloth into native cloth will be attended with the daily increase of profit and the daily diminution of the evils connected with the outflow of money.

What is another consideration is that, though foreign cotton cloth was originally not known in China and though now machinery be substituted for human labour and the innovation will, true enough, deprive the common people of the earnings reaped by them, yet the introduction of machinery for the manufacture of this cloth is, of all the measures suitable to meet the exigencies of the time, the most to be commended.

Already in the course of the seven moon of this year [July—August 1889] arrangements were completed for the purchase of a thousand looms, for the preparation of suitable machinery, for reeling yarn, dying yarn, wheeling cotton, and for preparing cotton for brocades as well as for the purchase of boilers, furnaces, water pipes, steam pipes, wheels and axles, &c., &c., to the total cost of £84,832, which added to freight and insurance amount in all to a sum computed from sterling into Taels of over Tls. 400,000 [about £87,000].

The machinery will be transported to Canton in five instalments and will be in readiness for delivery in London within thirteen months, so that it is computed that between spring and winter of next year the whole of it will have reached its destination.

The length and breadth of the cloth manufactured will be regulated by the quality of the threads of yarn, and taking each piece to weigh from 26lb. to 32lb., it is calculated that each loom will be able to turn out a daily output of one piece.

A suitable establishment will cover an area of about 80 square chang and, exclusive of the cost of land, the material and labour for its construction will amount to over Tls. 100,000 [about £22,000].

The capital of Kwang-Tung is so thickly covered with houses, that it would be impossible to find a site for the erection of a factory, and it is proposed to purchase a piece of land over at Honam, and to fill up the frontage and bund it at an estimated cost of several tens of thousands of Taels.

The amount necessary for the pay of the foreign staff and wages for the native workpeople and for coal and other such expenditure connot as yet be computed, as the cotton mill is not in working order, and it will be necessary to wait until the arrival of the machinery, the construction of the establishment and the commencement of work

before a minute memorial can be submitted for Your Majesty's perusal on the subject of the various expenses, such as wages, &c., and of the circumstances connected with the working of the mill and the consumption of cloth, so that after Your Majesty has informed yourself of its contents steps should be taken to initiate establishments of the same description in other provinces.

Meanwhile, your servant, as in duty bound, embodies in a memorial reverently prepared the circumstances attending the proposed introduction in the province of Kwang-Tung of a Government cotton mill and the purchase of the necessary machinery for the manufacture of cloth and the reeling of yarn, upon which he humbly craves Your Majesty's sacred glance.

As your servant is Acting Governor of Kwang-Tung, there seems no need of a joint memorial, but he submits this memorial in his joint capacity.

No. 66 S.

20th Felruary 1890.

Forwarded for information to the

By order,
J. E. O'CONOR,
Assistant Secretary to the Government of India.

BOUNTY ON COTTON YARN AND TEXTILES EXPORTED FROM RUSSIA.

No. 7 (STATISTICS).

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

23rd January 1890.

From HER MAJESTY'S SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

I forward for your Excellency's information a copy of a letter, received through the Foreign Office, from Mr. E. F. Law, Commercial Attaché, St. Petersburg, to Her Majesty's Ambassador in Russia, relative to the bounty which is reported to be likely to be granted on the export from Russia of cotton yarns and textiles.

17th December 1889.

From E. F. LAW, Esq., Commercial Attaché, St. Petersburg, to HER MAJESTY'S AMBASSADOR in RUSSIA.

In connection with the labours of the various committees and commissions which at this season of the year are engaged in considering economical and other questions, it is reported that it has been determined to grant the bounty on the export from Russia of cotton yarns and textiles, for which the Moscow merchants have for some time past been agitating.

The rates of bounty named are approximately on yarns silver roubles 1-10 per pood, ·78*d.* per pound ; on prints silver roubles 1-30 per pood, ·9*d.* per pound ; on Turkey reds silver roubles 1-60 per pood, 1·1*d.* per pound.

These rates are calculated according to the assumed amounts of duty paid on the raw materials used in the manufacture of the goods.

The question is of considerable importance to British manufacturers in connection with their trade in Persia, Afghanistan, and Asia Minor.

As regards trade in Afghanistan, the following figures have been recently published, showing the quantities of Russian goods now exported into that country through Bokhara, and chiefly by the Tcharvilayet route. The figures are for the first ten months of the current year.

Exports 76,944 poods, value 1,084,914 roubles, say 1,241 tons, value £113,020, and of this amount cotton prints stand for 803,520 roubles, or approximately £83, 700.

It is further stated that a committee on cabotage has recommended that all shipping between Russian ports whether in the same sea or not shall be considered as cabotage. Also that the dues on all ships above 50 lasts capacity entering Russian ports shall be raised to one rouble per last, and the funds obtained from these dues devoted to the encouragement of the Russian merchantile marine.

No. 67 S.

20th Felruary 1890.

Forwarded for information to the Secretary to the Chamber of Commerce, Bombay.

By order,
J. E. O'CONOR,
Assistant Secretary to the Government of India.

COMMERCIAL CONVENTION BETWEEN GREAT BRITAIN AND EGYPT.

No. 70 (STATISTICS).

ENCLOSURES TO ORDER NO. 2167 OF 1890.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

26th September 1889.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

I forward herewith a copy of correspondence with the Foreign Office relative to a proposed Commercial Convention with Egypt, and I shall be glad to learn by telegraph whether your Excellency's Government agree to the suggestion that India be omitted from the list of British dependencies enumerated in Article XV. of the draft Convention, provided that rice and indigo from India are included among the commodities mentioned in Article VI. as subject to a duty not exceeding 10 per cent. *ad valorem*.

No. 1010-R. S. & C.

22*nd June* 1889.

From J. A. GODLEY, Esq., C.B., Under-Secretary of State for India, to the UNDER-SECRETARY of STATE for FOREIGN AFFAIRS.

I am directed by the Secretary of State for India to address you on the subject of the position of Indian trade with Egypt under the tariff which at present exists or may hereafter be settled. In the possible event of a new Convention regulating the trade of Egypt with Great Britain and her dependencies, it may be that certain articles will be admitted into Egypt at a fixed duty *ad valorem* for a term of years, while other articles will be liable to such duties as the Egyptian Government may from time to time decide. If this should be the case, Viscount Cross desires me to represent that Indian rice and Indian indigo, being the chief articles of raw produce which India sends to Egypt, should be placed upon the list of commodities subject to a fixed *ad valorem* duty; and he trusts that the Secretary of State for Foreign Affairs may be able to secure this concession for Indian trade.

The values of indigo and rice leaving Indian ports for Egypt during the past five years have been—

	In Rx. or in tens of rupees.	
	Indigo.	Rice.
1883-84	291,000	1,105,000
1884-85	335,000	862,000
1885-86	260,000	1,404,000
1886-87	331,000	1,250,000
1887-88	294,000	2,051,000

Much of these consignments goes only "to Port Said for orders," and is carried to other Mediterranean ports; and his Lordship has no precise information as to the quantities that remain in Egypt. But the trade is large and important. India receives from Egypt cotton and any other commodities which Egypt can send, except salt and liquor, free of all duty. India, therefore, has a good claim to have her chief exports to Egypt treated liberally in the Egyptian tariff; and it is especially for the interest of the Indian trade that the rate of duty on these two commodities should be fixed for a term of years, and should not be liable to sudden alterations.

No. 1015-R. & S.

26*th June* 1889.

From SIR J. FERGUSSON, G.C.S.I., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 22nd instant, in which you represent that, in the event of a new Commercial Convention being concluded between this country and Egypt, Indian rice and indigo should be placed upon the list of commodities subject to a fixed *ad valorem* duty for a fixed term of years, and should not be liable to alterations.

I am to request that you will inform Viscount Cross that the Commercial Treaty of 1861 between Great Britain and Turkey, which applied to all the Ottoman Dominions, having expired, British trade at present receives in the Ottoman Dominions most-favoured nation treatment, the effect of which is that, under the Commercial Treaties still in force between the Porte and certain Powers, an uniform 8 per cent. *ad valorem* duty is now, and will continue to be levied so long as any one of those treaties remains in force on all British goods entering Egypt.

In the recent negotiations for the conclusion of a Commercial Convention with Egypt, it has been proposed by the Egyptian Government that *ad valorem* duties shall be maintained, the minimum rate being raised to 10 per cent., and Her Majesty's Government have stipulated that, if India accedes to the Treaty, rice and indigo shall be included in the list of goods admitted at that rate, which will continue during the time that the Treaty shall remain in force.

No. 1351-R. & S.

28th August 1889.

From SIR J. FERGUSSON, G.C.S.I., Under-Secretary of State for Foreign Affairs, to the UNDER SECRETARY of STATE for INDIA.

With reference to my letter of the 26th of June, I am directed by the Marquis of Salisbury to transmit, for the information of Viscount Cross, a copy of the revised draft of the proposed Commercial Convention between Great Britain and Egypt; and I am to enquire whether, if indigo and rice are inserted in Article VI. in the list of goods, the duty on which on importation into Egypt is not to exceed 10 per cent. *ad valorem*, India may be omitted from the list of British Colonies and possessions in Article XV., the subsequent accession of which to the Convention is reserved.

Telegram No. 5142.

7th October 1889.

From the GOVERNMENT of INDIA to the SECRETARY of STATE for INDIA.

Egyptian Trade Convention. We agree to the proposed omission of India from Article 15 upon the understanding that—

Firstly.—Words "and India" should be inserted after "Ireland," line 2, Article 6. We understand that this is the proposal made to us. It is necessary to place Indian cotton and jute goods on same footing as English.

Secondly.—Following should be added to the list of goods in Article 6: Oil-seeds, indigo, rice.

Thirdly.—Article 8 should be expanded so as to secure exemption from duty to goods sent across Egypt by rail. We think it necessary in view of a possibility of Canal being blocked.

Fourthly.—It is expedient that we should be fully consulted before any material alteration can be made in the terms of the draft Convention which would bind India.

No. 82 (Statistics).

7th November 1889.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

With reference to the telegram from your Excellency, dated the 5th October, I forward herewith, for your information, a copy of correspondence with the Foreign Office on the subject of the proposed Commercial Convention with Egypt.

10th October 1889.

From H. G. WALPOLE, Esq., C.B., Under-Secretary of State for India, to the UNDER-SECRETARY of STATE for FOREIGN AFFAIRS.

In continuation of the letter from this office of the 19th ultimo, I am directed by the Secretary of State for India in Council to forward herewith a copy of a telegram received from the Government of India relative to the proposed Commercial Convention between Great Britain and Egypt.

Viscount Cross apprehends that there will be no difficulty in making the additions proposed in Article VI., and in the insertion in the last clause of Article VIII., after the word "transhipped," of some such word as the following: "whether directly, or after having been conveyed by rail across Egyptian territory."

I am to add that the Marquis of Salisbury will doubtless take note of the provisional desire expressed at the close of the telegram, although it is not probable that occasion will arise for taking any action of the kind.

16th October 1889.

From SIR T. V. LISTER, K.C.M.G., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directad by the Marquis of Salisbury to acknowledge the receipt of your letter of the 10th instant forwarding a telegram which records the conditions on which the Government of India are willing that the proposed new commercial Convention with Egypt shall apply to India.

In reply, I am directed to state that the Government of India are under a misapprehention in suggesting that the words "and India" should be inserted after "Ireland" in article VI. It has not been the usage to mention India specifically in this manner in Commercial Treaties, nor is it necessary to do so. By ommitting "India" from the exceptions enumerated in the Colonial Article (in the present instance Article XV. of the draft Convention), India comes within the general stipulation that the provisions of the Treaty shall be applicable to all the Colonies and foreign possessions of her Britannic Majesty.

The wishes of the Government of India, that Indian cotton and jute goods, as well as indigo and rice, shall enjoy the benefit of the Tariff Article of the Convention will be fully attained. There may, however, be difficulty as regards oil-seeds, but Sir Evelyn Baring will, if possible, give effect to the wishes of the Indian Government.

I enclose, for Viscount Cross's information, a copy of the instructions given to Sir Evelyn Baring upon your letter of the 10th instant.

16*th October* 1889.

From SIR T. V. LISTER, K.C.M.G., Under-Secretary of State for Foreign Affairs, to HER BRITANNIC MAJESTY'S MINISTER, PLENIPOTENTIARY AGENT, and COUNCIL-GENERAL in EGYPT.

With reference to my despatch No. 27 (Commercial) of the 19th ultimo, I transmit to you herewith copies of correspondence with the India Office relative to the conditions on which the Government of India is willing that the proposed new Commercial Convention with Egypt shall be made applicable to India.

I have accordingly to request that you will propose that indigo, rice, and oil-seeds shall be added to the goods specified in Article VI., and that in the last clause of Article VIII, after the word "transhipped," the following word shall be inserted: "whether directly, or after having been conveyed by rail across Egyptian territory."

I have further to authorise you to take out "India" from the exceptions enumerated in Article 15, and to ask that you will give full attention to the desire of the Government of India that they should be fully consulted before any material alteration is made in the terms of the draft Convention which would bind India.

I have addressed a telegram to you to-day giving the substance of this despatch.

31*st October* 1889.

From SIR J. FERGUSSON, G.C.S.I., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Marquis of Salisbury to state to you, for the information of Viscount Cross, that Sir E. Baring, in a telegram dated the 25th instant, reported that the Egyptian Government had agreed to the additions to the Commercial Convention desired by the Government of India, subject to the modifications mentioned in my letter of the 16th instant.

Sir Evelyn Baring was accordingly instructed by telegraph on the 26th instant to sign the Convention.

No. 89 (STATISTICS).

19*th December* 1889.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

In continuation of my despatch, dated 7th November, No. 82, I forward herewith, for the information of your Excellency, a copy of the Commercial Convention between Great Britain and Egypt as signed on 29th October last.

Commercial Convention between Great Britain and Egypt signed at Cairo, 29th October 1889.

The undersigned, Sir Evelyn Baring, G.C.M.G., K.C.B., K.C.S.I., C.I.E., Minister Plenipotentiary, Agent, and Consul-General of Her Britannic Majesty in Egypt, and His Excellency Zoulfikar Pasha, Minister for Foreign Affairs of the Government of His Highness the Khedive of Egypt;

Duly authorised by their respective Governments have agreed to the following:—

ARTICLE I.

There shall be reciprocal freedom of commerce and navigation between the United Kingdom of Great Britain and Ireland and Egypt. British subjects in Egypt, and Egptians in the United Kingdom of Great Britain and Ireland, shall have liberty freely to come, with their ships and cargoes, to all places and ports in the other country to which natives are or may be permitted to come, and shall enjoy respectively the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation as are or may be enjoyed by natives without having to pay any tax or impost greater than those paid by the same.

ARTICLE II.

No other or higher duties shall be imposed on the importation into the United Kingdom of Great Britain and Ireland of any article, the produce or manufacture of Egypt, from whatever place arriving, and no other or higher duties shall be imposed on the importation into Egypt of any article, the produce or manufacture of the United Kingdom of Great Britian and Ireland, from whatever place arriving, than on the like article produced or manufactured in any other foreign country; nor shall any prohibition be maintained or imposed on the importation of any article, the produce or manufacture of either of the Contracting Countries, into the other, from whatever place arriving, which shall not equally extend to the importation of the like article being the produce or manufacture of any other foreign country. This last provision is not applicable to the sanitary and other prohibitions occasioned by the necessity of protecting the safety of persons or of cattle or of plants useful to agriculture.

Tobacco of all kinds, tombac, salt, saltpetre, natron, hasheesh, arms of every description, ammunition, gunpowder, and explosible material are excluded from the stipulations of the present Convention.

ARTICLE III.

No other or higher duties or charges shall be imposed in the United Kingdom of Great Britain and Ireland or in Egypt respectively on the exportation of any article to the other Contracting Country than such as are or may be payable on the exportation of the like article to any other foreign country; nor shall any prohibition be imposed on the exportation of any article from either of the two Contracting Countries to the other which shall not equally extend to the exportation of the like article to any other foreign country.

ARTICLE IV.

The Contracting Governments agree that in all matters relating to commerce and navigation, any privilege, favour, or immunity whatever which one Contracting Party has actually granted, or may hereafter grant, to the natives of any other State shall, on the demand of the other Contracting Government, be immediately and unconditionally extended to the natives of the other Contracting Party, which shall, by the simple fact of such demand, assume, as regards Administrative Regulations of Customs, Coast-Guards, and Police, all the obligations incumbent on the State with which it demands assimilation.

ARTICLE V.

British ships shall in Egypt, and Egyptian vessels shall in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, and harbours of the two countries, pilotage, and generally to all matters connected with navigation.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which, according to Egyptian law, are to deemed Egyptian vessels, shall, for the purposes of this Convention, be respectively deemed British or Egyptian vessels.

The coasting trade and interior navigation, however, are excepted from the preceding stipulations, and remain subject to the respective laws of the two countries.

All articles, from whatever place arriving, and whatever may be their place of origin, may be imported or exported in the vessels of the Contracting Parties without being liable to any other restriction or higher duties in the other country than if the articles were exported or imported in native vessels, or in those of any other State.

ARTICLE VI.

The undermentioned goods, the produce or manufacture of the United Kingdom of Great Britian and Ireland, shall pay, on importation into Egypt, duty not exceeding 10 per cent. *ad valorem*, *viz.* :—

1. Metals, raw, partially manufactured and wholly manufactured, including machinery and parts thereof, agricultural machines and implements, railway and tramway carriages and engines, hardware, and all articles of which metals (except gold or silver) are the principal component.

2. Cutlery, ordinary, that is to say, with handles of any material, except gold, silver, pearl, or tortoiseshell.

3. Yarns, threads, cordage, and cables, nets, velvets, and all other fabrics, plain, openwork, or fancy, unbleached, bleached, printed or dyed, manufactured from any vegetable fibre, such as cotton, jute, flax, hemp, rhea, palm, aloe, or the like.

4. Yarns and fabrics as enumerated in class 3 manufactured from wool, worsted, mohair, vicuna, camel-hair, or any animal fibre except silk.

5. Mixed fabrics of the materials enumerated in classes 3 and 4 and also with an admixture of silk or waste silk not exceeding 20 per cent. in weight of the whole fabric.

6. Coal.
7. Indigo.
8. Rice.
9. Oil-seeds.

The Egyptian Government preserves an absolute right respecting the taxation of all other articles. The Regulations and tarifications of such other articles shall be applicable to British subjects under the same conditions as to natives or to foreigners, the most favoured in that respect.

The duties *ad valorem* levied in Egypt on goods, the produce or manufacture of the United Kindom of Great Britain and Ireland, shall be calculated on the value at the place of shipment or purchase of the object imported, with the addition of the cost of transport, including insurance, necessary for the importation into Egypt as far as the port of discharge.

For the levying of those duties, the importer shall make a written declaration at the Custom-house stating the description of the goods imported, and their value at the port of discharge.

The Customs may further in contested cases insist on the production of all the documents which should accompany consignments of merchandise, such as invoices, policies of insurance correspondence, &c.

If the Custom-house authorities shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared by him with an addition of 5 per cent. This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within the fifteen days following the declaration.

The said authorities shall have the right of taking the duties in kind. In order to take the duties in kind, the Customs shall have the right of selecting the articles according to their declared value until the amount due to them shall be reached.

ARTICLE VII.

In order to establish for a fixed period the value at the port of entry of the principal article taxed *ad valorem*, the Administration of the Egyptian Customs shall invite the principal merchants interested in the trade of the said articles to proceed, in common with them, to establish a tariff for a period not exceeding twelve months.

The tariff thus fixed shall, until a Chamber of Commerce representing the entire trade of Alexandria shall have been created, be communicated by the Egyptian Customs to the British Consulate of Alexandria, and shall be considered as officially recognised, as regards British produce and subjects, if the Consulate makes no formal opposition during the fortnight following this communication.

ARTICLE VIII.

Export duties may be levied in Egypt at the rate not exceeding 1 per cent. *ad valorem*.

The value of articles exported shall be determined by the Customs, who will, as far as possible, cause periodic tariffs to be established.

The Egyptian Government reserves the right to insist on the exporter of the articles producing proof of the payment of the special internal taxes to which the articles in question may be liable; if the said proof is not furnished, the exportation of the articles may be prohibted.

Merchandise to be transhipped, "whether directly or after having been conveyed by rail across Egyptian territory," or placed in bonded stores, is free from all import or export duty. But articles intended for the use of the vessels which ship them are liable to a duty equivalent to the export duty, *i.e.*, 1 per cent. *ad valorem*.

ARTICLE IX.

If one of the Contracting Parties shall impose an excise tax, that is to say, an inland duty, upon any article of home production or manufacture, an equivalent compensatory duty may be imposed on articles of the same description on their importation from the territories of the other country, provided that the said equivalent duty is levied on like articles on their importation from all foreign countries.

In the event of the reduction or suppression of excise taxes, that is to say, inland duties, a corresponding reduction or suppression shall at the same time be made in the equivalent compensatory import duty on the produce or manufactures of British or Egyptian origin, as the case may be.

The Regulations concerning special taxes and accessory customs duties, such as dues for porters, warehousing, deposit, dues for quays, cranes, sluices, "tamkin," leading, permits to pass, declarations, weighing, measuring, and all other, shall be applied by the Customs of the two Contracting Countries to the natives and merchandise of the other as to their own natives and merchandise.

The preceding stipulations in no wise affect the right of Municipalities and Communes to levy for their profit octroi and excise duties on beverages and liquids, provisions and fodder, combustibles and building materials, on their introduction into the Municipality or Commune for consumption therein even in case articles of a similar description should not exist in Egypt.

ARTICLE X.

Articles liable to duty, serving as patterns or samples, which shall be introduced into the United Kingdom by Egyptian commercial travellers, or into Egypt by commercial travellers of the United Kingdom, shall be admitted free of duty, subject to the following formalities requisite to ensure their being re-exported or placed in bond.

1. The officers of Customs at any port or place at which the patterns and samples may be imported shall ascertain the amount of duty chargeable thereon. That amount must either be deposited by the commercial traveller at the Custom-house in money, or ample security must be given for it.

For the purpose of identification, each separate patterns or samples shall, as far as possible, be marked by the affixing of a stamp, or by means of a seal being attached to it.

3. A permit or certificate shall be given to the importer, which shall contain—

(*a.*) a list of the patterns or samples imported, specifying the nature of the goods, and also such particular marks as may be proper for the purpose of identification ;

(*b.*) a statement of the duty chargeable on the patterns or samples, as also whether the amount was deposited in money, or whether security was given for it ;

(*c.*) a statement showing the manner in which the patterns or samples were marked ;

(*d.*) the appointment of a period which at the utmost must not exceed twelve months, at the expiration of which, unless it is proved that the patterns or samples have been previously re-exported or placed in bond, the amount of duty deposited will be carried to the public account, or the amount recovered under the security given. No charge shall be made to the importer for the above permit or certificate, or for marking for identification.

4. Patterns or samples may be re-exported through the Custom-house through which they were imported, or through any other.

5. If before the expiration of the appointed time (paragraph 3(*d*) the patterns or samples should be presented at the Custom-house of any port or place for the purpose of re-exportation or being placed in bond, the officers at such port or place must satisfy themselves by examination whether the articles which are brought to them are the same as those for which the permit of entry was granted. If so satisfied, the officers will certify the re-exportation or deposit in bond, and will refund the duty which had been deposited, or will take the necessary steps for discharging the security.

ARTICLE XI.

Are alone exempt from all control in Egyptian Custom-houses on importation and exportation, as well as from the payment of duties, articles and personal effects belonging to Consuls-General and Consuls in the regular Consular Service ("Consuls de Carrière") having no other business, engaged neither in trade nor industry, and neither possessing nor working real property in Egypt.

ARTICLE XII.

Each of the two Contracting Governments has the right to put into force any Regulations required for the working of their services and for the suppression of fraud, as well as any measures dictated by reason of public health or security, on condition that such Regulations are equally applied to the ships and subjects of all other nations.

Such Regulations, including the supervision of ships and the searching for, or pursuit of, contraband goods, as well as the fines and other penalties therein made applicable in case of false declaration; smuggling, or attempting to smugle; fraud, or attempts to defraud, or any infringement of the Regulatiobs, shall together with the measures that may be taken in regard to public health or security, be applicable in either of the two countries to the natives of the other under the same conditions as to natives of the country itself.

If, however, the Egyptian authorities should desire to search the dwelling-house of a British subject or a British ship anchored in an Egyptain port, a duplicate of the search-warrant shall be sent to the British Consular authority, who may at once take part, if he thinks proper to do so, without the formality in question delaying the search, and no such search shall be made except between sunrise and sunset.

It is understood, however, that the preceding stipulation shall not apply to cases in which the search is to be made in a warehouse or depot or on board a ship which may have remained in an Egyptian port, for any reason whatsoever, more than twenty-one days. In such cases notification to the British Consular authority will not be necessary.

It is futher understood that the Egyptian Government may, without notification to the British Consular authorities, put guards on board any British ship in an Egyptian port or traversing the Suez Canal.

In cases of suspicion of smuggling, the Egyptian Customs officers may board and seize any British ship of less than 200 tons burthen at anchor outside an Egyptian port, or sailing within 10 kilometers of the shore. Ships of less than 200 tons burthen may, moreover, be boarded and seized beyond the 10 kilometers' limit if the pursuit shall have been commenced within such limit.

Except in the cases provided for in paragraphs 3 and 4 of this Article, no Brirish ship exceeding 200 tons burthen shall be boarded or seized by the Egyptian Customs officers.

ARTICLE XIII.

The provisions of the preceding Articles do not apply—

1. To the special arrangement existing, or which may in the future exist, between Egpyt and the other parts of the Ottomon Empire under the direct administration of the Port, or between Egypt and Persia.

2. To the arrangements which the Egyptian Government may make for the exchange of native or foreign merchandise with the Soudan.

ARTICLE XIV.

The effect of the alterations of the present tariff of duties provided under Article VI. remains suspended until the alterations in question are also applicable to all other interested Powers.

ARTICLE XV.

The stipulations of the present Convention shall be applicable, as far as the laws permit, to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to—

The Dominion of Canada.
Newfoundland.
The Cape.
Natal.
New South Wales.
Victoria.
Queensland.
Tasmania.
South Australia.
Western Australia.
New Zealand :

Provided always that the stipulations of the present Convention shall be made applicable to any of the above-named Colonies or foreign possessions on whose behalf notice to that effect shall have been given to the Egyptian Government by Her Britannic Majesty's Representative at Cairo within one year from the date of the signature of the present Convention.

ARTICLE XVI.

The present Convention shall come into force on the 1st January 1890, and shall remain in force for ten years from that date. And in case neither of the two Contracting Parties shall have notified twelve months before the expiration of the said period of ten years its intention of putting an end to the present Convention, it shall remain binding until the expiration of one year from the day on which either of the Contracting Parties shall have given such notice.

In witness whereof the undersigned have signed the present Convention, and have affixed thereto their seals.

Done in duplicate, at Cairo, the twenty-ninth day of October, one thousand eight hundred and eighty-nine.

(L.S.) EVELYN BARING.
(L.S.) ZOULFIKAR.

BOMBAY ALOE FIBRE OF COMMERCE.

No. 3168 OF 1890.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *7th May* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber a copy of Government Resolution No. 3167, of this day's date, and accompaniments on the subject of the Bombay Aloe Fibre of commerce.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 3167.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 7*th May* 1890.

Despatch from Her Majesty's Secretary of State for India, No. 3, Revenue, dated 20th March 1890 :—

"I forward herewith for your information a copy of an interesting report by the Director of the Royal Gardens, Kew, on the specimens of the leaves of the plant yielding the 'Bombay Aloe Fibre' of commerce, received with your Excellency's letter of the 13th December last. I would draw particular attention to the advanced quotations which in the opinion of Messrs. Ide and Christie, would be obtainable for this fibre if prepared by 'Death's process'."

* Dated 14th February 1890, and enclosure.

RESOLUTION.—Copies of the despatch and accompaniments should be forwarded to all Commissioners, Collectors, Political Officers in charge of Native States, Conservators of Forests, the Director of Land Records and Agriculture and the Chambers of Commerce, Bombay and Karachi.

2. The despatch and accompaniments should also be published in the *Bombay Government Gazette* and copies placed on the Editors' Tables.

J. DE C. ATKINS,

Acting Under-Secretary to Government.

To

The Commissioner, N. D.,
The Commissioner, C. D.,
The Commissioner, S. D.,
The Commissioner in Sind,
All Collectors, including the Collectors and Deputy Commissioners in Sind,
The Political Agent, Kathiawar,
The Political Agent, Kolhapur and Southern Maratha Country,
The Political Agent, Cutch,
The Political Agent, Mahi Kantha,
The Political Superintendent, Palanpur,
The Political Superintendent, Savantvadi,
The Director of Land Records and Agriculture (with the samples of fibre),
The Conservator of Forests, N. C.,
The Conservator of Forests, S. C.,
The Conservator of Forests, Sind Circle,
The Editors' Tables,
The Chamber of Commerce, Bombay,
The Chamber of Commerce, Karachi. } By letter.

No. OF 1890.

Copy forwarded for information and guidance to

Letter from D. MORRIS, Esq., to J.A. GODLEY, Esq., C.B., India Office, S. W., dated Royal Gardens, Kew, 14th February 1890.

With reference to my letter of the 21st Feburary 1887 and subsequent correspondence on the subject of Bombay aloe fibre I am desired by Mr. Thiselton Dyer to inform you that the specimens of plants from India, advised in your letter of the 21st ultimo, having been duly received at Kew.

2. These specimens confirm the fact that the Bombay aloe fibre of commerce is prepared from the leaves of Agave vive para, L., an American species of Agave now widely distributed throughout subtropical and tropical parts of the Old World, and some parts of India. From the interesting report of the Officiating Director of Land Records and Agriculture (Bombay) we gather that the fibre is extracted by certain depressed castes of natives by very crude and destructive methods, and that so far no attempt has been made to cultivate the plants. They are chiefly used as hedge plants and are "nowhere at present in abundance."

3 It is evident, however, that the plants exist in Bombay in sufficient quantity to supply several hundred tons of fibre received in this country. After a consideration of the facts noted below it might be found advisable to cultivate this species of Agave on waste lands in Bombay entirely for the sake of its fibre ; or the Sisal hemp plant Agave rigida var. Sisalana might be introduced on a large scale. This latter yields the most valuable fibre of any derived from species of Agave and there is little doubt it would thrive equally well in India. The important fibre industry of Yucatan, created entirely within the last twenty years, is now of the annual value of about three-quarters of a million sterling. India has therefore good grounds for devoting attention to an industry which so far has established itself on a moderate scale in spite of adverse circumstances.

4. In order to test the quality of the fibre produced by Agave vivipara when cleaned by machines similar to those in use for the preparation of Sisal hemp in Yucatan and the West Indies a few of the broken leaves, about a foot to two feet long, taken from the larger plant received at Kew, were forwarded to the Death's Fibre Machine Company, 147, Leadenhall Street, E. C. A sample of the fibre obtained by passing the leaves through the Death machine is forwarded herewith (marked A); while for purposes of comparison a sample of the ordinary Bombay aloe fibre as it comes into the London market direct from India is also enclosed (marked B).

5. The great difference in quality and value between these two samples is well given in a report prepared by Messrs. Ide and Christie, a copy of which is herewith attached. The value of the machine cleaned fibre ranges, according to length, from £25 to £30 per ton. The ordinary Bombay aloe fibre, cleaned by hand, is worth only from £5 to £12 per ton. These figures fully bear out the opinion offered in my letter of the 21st February 1887 that the Bombay aloe fibre industry was capable of being greatly improved. At the present time there are in stock in this country a thousand tons of Bombay aloe fibre, which prepared roughly by hand will only realize about £8,000, a price that will probably hardly pay expenses.

If this fibre had been cleaned by machinery and presented in the condition of the sample marked A it would realize about £27,000 or more than three times its present value. It appears possible, therefore, without any extension of the present Agave plants in Bombay, to increase to a very appreciable extent the returns on the shipment of aloe fibre from that Presidency.

6. Mr. Thiselton Dyer has little doubt that the facts herein stated will prove of considerable interest to the Government of India and they deserve to be widely known amongst those concerned in the aloe fibre industry.

Letter from IDE and CHRISTIE to D. MORRIS, Esq., M.A., F.L.S., dated 72, Mark Lane, Londnn, E.C., 6th February 1890.

We have your favour of the 4th instant with sample of fibre extracted by Death's process from the leaves of Agave vivipara. This is an excellent fibre, of fair strength, fine colour (which however may change somewhat under continued exposure to the air) and were it three times as long would be worth £30 per ton to-day in London, if twice as long £27, and as it is it may be valued at £25.

The ordinary "Bombay Aloe" of commerce presents a very different appearance to your specimen, as perhaps samples in your museum may show. Its value to-day is, good £12, common £5 per ton.

PREVENTIVES AGAINST THE ATTACKS OF WEEVIL UPON CORN AND GRAIN.

No. 1501 OF 1890.

POONA, 12*th August* 1890.

From the DIRECTOR, LAND RECORDS and AGRICULTURE, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to forward herewith for distribution, among leading grain merchants, 50 copies of my note on the experiments conducted with bisulphide of carbon used as a preventive against the attacks of weevil upon corn and grain.—I have, &c.,

E. C. OZANNE,
Director, Land Records and Agriculture.

In a memorandum* from the Government of India, it was stated that the only cheap and perfect application for the prevention of the attacks of weevil upon corn and grain consists in the employment of bisulphide of carbon. To test the properties of this chemical, a set of experiments were conducted on the Bhadgaon Farm and in the Bijapur District.

* Forwarded under Circular endorsement No. $\frac{A-14}{3}$ dated 15th August 1887.

On the Bhadgaon Farm the experiment was made on four kinds of grain—bajri, jowari, soft white wheat, and hard yellow wheat. The grains were stored in tins, gunny bags, open heaps, and open pits, and the quantity of the chemical used was in the proportion of one oz. to every 100 lbs. of grain. Of the grains selected, jowari and soft white wheat are the most liable to weevil. As an instance of this, soft white wheat when stored in an open pit was found, after a month, swarming with weevils, while hard yellow wheat threshed in the same week and stored in an adjoining open pit was altogether free from these insects. It was also noticed that in the pit where soft white wheat was stored, the temperature had sensibly increased.

There were three sets of tins, each set consisting of four canisters (kerosine oil tins) filled with the four kinds of grain. The first set was without any preserving agent. Into the second set, a piece of tow charged with bisulphide of carbon was inserted, and in the third a lighted taper was introduced before sealing up, with a view to exhaust oxygen. The bags, heaps, and open pits were divided each into two sets, one with the preservative and the other without.

The tins were opened after two months. In the first set, bajri and hard yellow wheat were sound, while soft white wheat and jowari were weevilled. In the second set, all the tins were free from weevils except the one which contained soft white wheat. This was due to accident. The kerosine tin was bad and the exclusion of air imperfect but the weevils were not numerous. In the third set, the results were as in the first set. The lighting of a taper would not convert all the free oxygen into carbonic acid gas. In the case of bags, heaps, and open pits, weevils did not appear as long as the grain treated smelt of the chemical, which was in the case of bags for about six weeks and in the case of heaps and pits for a shorter period.

The conclusions arrived at by the Superintendent, Bhadgaon Farm, may be summarised as follows :—

(1) Soft varieties of grain are more liable to weevil than hard ones.

(2) Of the three ways of storing grain, viz., in open pits, bags, and heaps, weevils appear first in pits, and last in open-air heaps.

(3) Bisulphide of carbon is a perfect preventive against weevil attacks as long as its influence lasts.

(4) The action of the chemical on grain not stored in hermetically closed vessels lasts for about six weeks, after which period the tow must receive a fresh charge of the reagent.

(5) This carbon bisulphide has the virtue of immediately driving weevils from already affected grain.

(6) It does no harm to grain, as regard its colour, smell, or cooking properties.

(7) Its being a poisonous substance will not interfere with its general adoption as a grain preservative, for its strong and repugnant smell will be a sufficient safeguard against its being covertly used as a poison.

(8) It is a comparatively costly chemical, for at the rate of Rs. 2-4-0 per lb., it would cost Rs. 3-6-0 to protect a ton of

grain for six weeks, but with the assistance of poisonous paints as advised by Mr. Mehta, Superintendent of the Bhadgaon Farm, it may be found practically useful.

Shortly after the above experiment, the Superintendent, with a view to ascertain as to where and how weevils are propagated, conducted another experiment. Mr. Mehta reports as follows :—

"Last year I thrashed and packed in a field, before the crop was removed, a tin-box with jowari which was kept in my house where no grain of any kind had ever been stored. I now find after 18 months that there is not a single weevil in the box which was only loosely closed by a plug of cloth. I have searched for the last two seasons and have always succeeded in securing a few weevils at the bottom of any heap of jowari ears. Such heaps generally lie in the yard from two to three months before they are removed for preparing grain for the market. Although the same plot of ground is used for thrashing purposes year after year, the weevils cannot increase in number in the thrashing yard to such an extent as to cause damage to the grain; because, there they are subject to the rains and other climatic influences. It is only when the corn is taken to the godowns where the real mischief begins. This year we have stored our grain in the new granary for the first time; and although some of the corn is lying there open, it has not been attacked by weevils simply because they have not as yet found their way there. It may, therefore, be safely concluded :

(1) That weevils do not originate in fields as has been asserted by some.

(2) That they are first noticed in the thrashing yard, but there being subject to rain, &c., their number is kept down and therefore do not practically injure the market value of corn.

(3) That the damaging influence commences in old godowns, where the insects burrow into walls and floors, and being there secure from outside danger, increase in number to such an extent as to depreciate the market value of corn.

(4) The remedy would, therefore, be to paint the walls of infested places with poisonous paints in addition to the use of carbon bisulphide, which, from experiments already reported, we find efficacious so long as its influence lasts."

In the Bijapur District the experiment was conducted at two places, Ilkal and Hungund. But at both the places it was a failure, probably because it was not carried out with due care and supervision. The grain treated was jowari and the proportion of the chemical used was the same as on the Bhadgaon Farm. The grain was stored in a wicker basket and plastered with a mixture of cowdung and earth. The tow charged with the preservative was plunged into the grain. The grain was covered with a layer of nim leaves and the mouth of the basket was then closed with a deep plaster of mud.

It may be added that Mr. Woodrow, of the College of Science, Poona, tried sulphurous acid to preserve small samples of grain with perfect success. The sulphurous acid was produced by burning about ¼ oz. of sulphur and holding a bottle over the burning sulphur. One

pound of grain was at once poured into the bottle and it was corked. The bottle was opened after a period of 9 months and it was found that no weevils had developed and the grain when offered to ponies to ascertain whether its flavour had been injured was freely eaten. Mr. Woodrow remarks that it is probable that the small quantity of sulphurous acid may have become oxidised into sulphuric acid. Mr. Woodrow has undertaken a comparative experiment with sulphurous acid, bisulphide of carbon, and cresol on grain in which weevil eggs are clearly apparent.

E. C. OZANNE,
Director, Land Records and Agriculture, Bombay.

POONA, *4th August* 1890.

BOMBAY CHAMBER OF COMMERCE, *15th August* 1890.

The DIRECTOR of LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I am directed to acknowledge, with thanks, the receipt of your letter No. 1501, of the 12th instant, accompanying 50 copies of your note on the experiments conducted with bisulphide of carbon used as a preventive against the attacks of weevil upon corn and grain. Copies of the note will be circulated, as requested, among the leading grain dealers and merchants in Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX W.

THE WOOL TRADE IN BELUCHISTAN AND THE SUGGESTED INTRODUCTION OF THE MERINO SHEEP AND ANGORA GOAT INTO THAT STATE.

No. 169 C.

REVENUE AND AGRICULTURAL DEPARTMENT,
CALCUTTA, 11*th February* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

MY DEAR SIR,—I enclose a copy of a demi-official, dated 6th January 1890, from Major Gaisford to the address of the Under-Secretary in the Foreign Department, regarding the wool trade in Beluchistan, and suggesting the introduction of the Merino sheep and Angora goat into that State, with a view to improve the breed and the quality of the wool. We should be much obliged if you would favour us with any information or suggestion which may tend to the improvement of the wool, and be useful to Major Gaisford in the enquiry which he has set on foot, and if the Chamber would be so good as to furnish this department with some samples of wool for exhibition by Major Gaisford at the Sibi fair.—Yours, &c.,

J. MUIR-MACKENZIE,
Secretary to the Government of India.

PANJPAI, 6*th January* 1890.

From Major G. GAISFORD, Political Agent, Quetta and Peshin, to H. S. BARNES, Esq., Officiating Under-Secretary to the Government of India, Foreign Department.

* * * * * *

The wool trade in Beluchistan is a very large one: at Killa Abdulla they are shipping over 1,000 maunds daily,—last week over 10,000 maunds—and all the stations on the line contribute. Nearly all this wool goes to England. I believe I am correct in saying that it is by far the worst wool used in Europe, and fetches but a fraction of the price of Australian wool.

I therefore think we ought to try and improve our produce, if possible. The first thing is to know why our wool is considered so inferior. If an expert would give us a list of the reasons, we should know what we ought to try and remedy. For a good-wooled sheep eats no more than a bad-fleeced one, and the chances are, the meat of the former is better.

During my trip to Chageh I have been talking the matter over with Rasul Bux and others. They are quite prepared to reform, if we show them how.

My own ideas are that the mixture of colours has something to do with the low price. If so, we ought to tell them to preserve only rams of a whole colour: and if white wool is better than brown or

black, then only white rams. At the same time they should retain the white ewes for breeding, selling the coloured ones as soon as possible. At shearing, too, the white fleeces ought to be separated from others ; and the white sheep, at any rate, carefully washed.

Then, next, I believe the texture of the wool is coarse and hairy, and the staple short. The only remedy for this, I fancy, would be the introduction of a superior breed.

From what I saw in Australia, the Merino sheep ought to thrive—I should say—in these hills : I fancy it would cross with the Dumbas.

The Merino is a small sheep, loves the heat, can stand privation better than any other, whilst its wool is the very finest.

The question is, Am I right in my conclusions? If so, a few Merinos might be imported on trial. The Australian horse importers could easily get us a truckful next season.

We do not need very expensive animals, but ordinary rams and ewes from a good run.

The same arguments apply to goats. I think a few Angoras might be imported with the Merino sheep. They are, I believe, equally adapted to this climate.

A few samples of Merino wool and Angora goats' hair would be good things to exhibit at Sibi Fair to show the Chiefs. Could you send us some ?

BOMBAY CHAMBER OF COMMERCE, *5th March* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Calcutta.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your demi-official letter No. 169c of the 11th ultimo, accompanying copy of correspondence, respecting the wool trade in Beluchistan, and asking for any information or suggestion which the Chamber could make for the improvement of the quality of the wool obtained from the district in question.

2. In reply, I have the honor to say that information as regards the quality of Beluchistan wool would be more readily available in Kurrachee than in Bombay, and my Committee would suggest an application being made to the Chamber of Commerce at that port on the subject. Little, if any, Beluchistan wool finds its way to Bombay, and there are no European houses practically engaged in the trade. The Bombay firms most largely interested in wool, moreover, are nearly all represented in Kurrachee, so that what little information would be available regarding the trade here can also be obtained through their Kurrachee branches.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX X.

RHEA CULTIVATION IN CHINA.

CIR : No. $\frac{3}{2\cdot1}$ F. S.

REVENUE AND AGRICULTURAL DEPT.
(FIBRES AND SILK.)

SIMLA, *9th January* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for such use as you may wish to make of it, a copy of a letter from Her Britannic Majesty's Consul at Wenchow on the subject of Rhea cultivatian in China.—I have, &c.,

W. L. DALLAS,
For Under-Secretary to the Government of India.

No. 14.

HER BRITANNIC MAJESTY'S CONSULATE,
WENCHOW, *November* 16, 1889.

To the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Calcutta.

SIR,—The cultivation of *Boehmeria nivea* and the decortication of the bark have, I understand, occupied the attention of the Government of India for many years. I have not had the opportunity of personally observing in India itself the culture and preparation of this important textile; but in the performance of my duties in various parts of China I have been able to pay some attention to the methods of reaping the plant,—methods which seem to me to be deserving of some consideration.

In Western China, where the harvesting of opium approximates very closely to the method pursued in India, the stems of Boehmeria are cut down, made into bundles, and carried from the fields to the house of the grower. Here they are steeped in water, and the bark with the fibre removed by hand. In the province of Chekiang, where

I am now stationed, a different method is practised. When the stems are ripe in June, the peasant removes the bark *on the field* in a very simple, ingenious, and, as it appears to me, very profitable manner, seizing each stem about six inches above ground, between the thumb and fingers of both hands a few inches apart, he gives a smart push downwards and forwards, causing a compound fracture of the stem between the two hands. He then inserts the forefinger of his left hand in the fracture and draws the bark downwards to the root where it readily detaches itself. In the same way the bark and upper part of the stem, which he holds in his right hand, are removed, and by a simple brush of the hand from the root end of the bark upwards, leaves and stem are dislodged, and the bark is ready for future manipulation. By this means, as it seems to me, several inches of bark and fibre are saved, and as length of staple adds much to the value of the fibre, the plan here pursued would appear to deserve attention in a country like India, where Boehmeria is of so great commercial importance. Another advantage of the system is that the leaves and stems remain in the fields and help to manure the other two crops.

I am totally unacquainted with the system pursued in India, and should the plan I have now described be already practised there, I can only offer an apology for troubling you, and excuse myself on the ground of trying to give some information that might prove of value to our Indian Empire.—I have, &c.,

ALEX. HOSIE, Acting Consul.

APPENDIX Y.

REVISED FORM OF BILL OF HEALTH FOR HOMEWARD BOUND VESSELS.

No. 273 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 18*th January* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter of 10th July last on the subject of the revised form of Bill of Health, I am directed to forward herewith copies of the letter addressed by this Government to the Government of India, No. 3105, of 3rd August 1889, and the reply of that Government, No. 6, dated 10th instant, and to request that you will be so good as to favour this Government at as early a date as practicable with the opinion of the Chamber regarding the difficulty pointed out by the Government of India.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. 3105 OF 1889.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3*rd August* 1889.

To the SECRETARY to the GOVERNMENT of INDIA, Home Department, (Sanitary), Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 139, Sanitary, dated the 25th May last, forwarding copy of communications addressed to the Government of India by the Government of Bengal on the subject of the amendment of the new form of Bill of Health issued to vessels leaving Indian Ports, together with a copy of the modified form of Bill proposed for adoption in the case of all vessels sailing from British India to other than Turkish Ports, and asking for the opinion thereon of this Government and of the Chamber of Commerce, Bombay.

2. In reply, I am desired to forward, for the information of the Government of India, copies of the reports on the subject received from the Bombay and Karachi Chambers of Commerce, the Commissioner of Customs, Salt, Opium and Abkari and the Commissioner in Sind, and to state that the Governor in Council bearing in mind the facts mentioned by the two latter officers is much inclined to doubt whether any advantage is likely to arise from an abandonment of the present form of the Bill of Health unless arrangements can be made with the foreign maritime powers concerned by means of which the modified Bill of Health when issued in Indian Ports should be accepted at Foreign Ports without certificates from the Consuls of the various powers. The Governor in Council, however,

apprehends that in Egypt in any case great reluctance will be evinced to accept any form of Bill of Health unaccompanied by a certificate from a Turkish Consul. He further fears that the omission in the proposed modified Bill of Health of the particulars concerning number of deaths from cholera and other diseases will create suspicion and distrust.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

No. 6.

HOME DEPARTMENT.
Sanitary.

CALCUTTA, 10*th January* 1890.

From A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 3105, dated the 3rd August last, and enclosures, containing opinions as to the suitablity of the revised form of Bill of Health annexed to Home Department letter marginally noted, which was proposed by the Government of India for adoption in the case of all vessels sailing from British India to other than Turkish ports.

No. 139, dated 25th May 1889.

It appears that the Bombay Chamber Commerce has no objection to the adoption of the form suggested, but His Excellency the Governor in Council is doubtful whether the Egyptian authorities will accept any form of Bill of Health which does not show the particulars of deaths.

2. In reply, I am to communicate the following remarks. The change in the form of Bill of Health ordered in Home Department Resolution No. 8—314-19, dated 26th October 1887, was adopted in deference to the demands of the Board of Health at Constantinople and the recommendation of the English representative, Dr. Dickson. It now appears that countries other than Turkey, which would have accepted without demur Bills of Health in the form in force prior to October 1887, are alarmed at the entry of sporadic cases of cholera which almost invariably occur in the necrological tables, and instances of detention and harassment to British vessels have in consequence occurred at the Mauritius and at Spanish ports. It is desirable to remove these grounds of complaint, but it is at the same time necessary to avoid any risk of creating distrust in the minds of the authorities especially in Egypt, and thereby causing even greater inconveniences than are now experienced. Nearly all vessels proceeding from Indian to Continental ports pass through the Suez Canal, and will have to touch at some Egptian port, and it is feared that the Egyptian authorities will refuse to recognize Bills of Health which differ in form from those used for Turkish ports, and may consequently insist on making entries on the paper of a vessel proceeding to a French, Italian or Spanish port which will more than neutralize any benefit it would have gained there by the omission of the necrological table from the Indian Bill of Health. Accordingly, before taking any further step, the Governor General in Council is anxious to receive a more definite

opinion from the Bombay Chamber of Commerce regarding this practical difficulty, and whether, in view of the action which is likely to be taken by the Egyptian Board of Health, it is considered worth while to allow the necrological tables to be omitted. His Excellency in Council will be glad to be favoured with a reply at as early a date as is practicable.—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 1*st February* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt of your letter No. 273, of the 18th ultimo, with accompanying correspondence on the subject of the revised form of Bill of Health.

2. The Committee have given the matter most careful consideration, and having regard to the inconvenience frequently caused to steamers from the particulars hitherto endorsed on Bills of Health, consider it most desirable that steps should be taken to obviate this, if practicable. They would suggest that if it is absolutely necessary the Egyptian authorities should be supplied with the particulars of deaths, that these should be furnished on a separate form which might be exhibited to the Egyptian authorities only, leaving the revised form of Bill of Health for production at other foreign ports where the necrological tables are not demanded.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1547 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 21*st April* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated 1st February 1890, I am directed to forward herewith for the information of the Chamber of Commerce copies of a letter from the Government of India No. 85, dated 29th ultimo, and accompaniments on the subject of the revised form of Bill of Health to be issued to vessels leaving Indian Ports.—I have, &c.,

J. NUGENT,
Chief Secretary to Government.

No. 85.

HOME DEPARTMENT.

SANITARY.

CALCUTTA, *29th March* 1890.

From C. J. LYALL, Esq., C.I.E., Offg. Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of MADRAS, to the CHIEF SECRETARY to the Government of BOMBAY, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works Department, to the CHIEF COMMISSIONER of BURMA.

SIR,—With reference to the correspondence ending with your letter No. * , I am directed to say that the Governor General in Council has decided that all vessels leaving Indian ports in a good sanitary condition shall henceforward be furnished (1) with a Bill of Health in the form annexed, which is the same as that circulated with Home Department letter marginally noted,† and (2) with a separate certificate in the form hereto appended, containing statistics of deaths from cholera and other diseases in the town and port during the week preceding the departure of a vessel. This certificate need only be produced at ports where it is demanded. I am to request that (with the permission of His Excellency the Governor in Council / His Honour the Lieutenant-Governor) the necessary instructions may be issued for the immediate adoption of the revised form.—I have, &c.,

* Madras .. 730, dated 30th August 1889.
Bombay .. 713 dated 12th ultimo,
Bengal .. 502 (Marine), dated 21st ultimo.
Burma .. 880—31 S., dated 27th August 1889.

† No. $\frac{136}{137}$, dated 25th May 1889.

C. J. LYALL,
Offg. Secretary to the Govt. of India.

BILL OF HEALTH.

This is to certify that the ship (steamer) _____ sailing under the _____ flag and under the command of Captain _____ of _____ tons, bound for _____ with a crew of _____ persons* and _____ passengers and laden with a cargo of _____ is at the time of leaving this port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life exists among its officers, passengers, or crew.

* Including officers and able-bodied seamen.

It is further certified that the town and port of _____ are at present *free from* (or as the case may be) epidemic cholera, plague, yellow fever, and all other dangerous epidemic disease.

Form of Certificate.

This is to certify that during the last week previous to the departure of the ship (s. s.) from this place, there occurred in the Town and Port of

_____deaths from plague,
_____ „ „ yellow fever,
_____ „ „ cholera,

declared by the Medical Board to exist in a *_____ form; and that the public health of the environs is _____.

* Here insert the word "sporadic" or "epidemic," as the case may be.

Dated _____
The _____ } Health Officer of the Port (or Port Officer) or other Officer authorised to sign this certificate.

No. 2030 A OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 22*nd May* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 1547, dated 21st ultimo, I am directed to forward herewith copy of a revised form of Bill of Health to be substituted for the form which accompanied the letter quoted above.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

BILL OF HEALTH.

This is to certify that the ship (steamer) _____ sailing under the _____ flag and under the command of Captain _____ of _____ tons, bound for _____ with a crew of _____ persons* and _____ passengers and laden with a cargo of _____ is at the time of leaving this port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life exists among its officers, passengers, or crew.

* Including officers and able-bodied seamen.

It is further certified that the town and port of _____ are at present † *free from* epidemic cholera, plague, yellow fever and all other dangerous epidemic disease.

† Or as the case may be.

BOMBAY CHAMBER OF COMMERCE, 25*th April* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1547, of the 21st instant, with its accompa-

niments, and I am directed to say that the Committee of the Chamber note, with much satisfaction, the arrangements made by Government in connection with the issue of Bills of Health to vessels leaving Indian Ports.

Should the experiment prove successful, as it is to be hoped it will be, the advantage and convenience to the trade over the form now in use will be enormous.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 29*th May* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2030 A., of the 22nd instant, forwarding a copy of a revised form of Bill of Health to be substituted for the one which accompanied your communication No. 1547 of the 21st ultimo.

2. The only alteration in the later form appears to be the insertion in the margin of the words "or as the case may be"—an addition which my Committee do not consider calls for any special notice. I am directed to say further that, from the fact that no certificate is attached to the new form, the Committee of the Chamber presume that it is not proposed to adopt it for use in conjunction with the Bill of Health.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2353 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 13*th June* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated the 29th ultimo, I am directed to state for the information of the Chamber of Commerce, Bombay, that the form of Bill of Health, accompanying Government letter No. 2030 A., dated the 22nd idem, is intended to be substituted for the form accompanying Government letter No. 1547, dated 21st April 1890. No change is to be made in the necrological certificate which has to be given in accordance with the orders contained in the letter from the Government of India No. 85, dated 29th March 1890.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

APPENDIX Z.

FORMS OF BILLS OF HEALTH USED BY THE SANITARY AUTHORITIES AT COLOMBO AND BOMBAY.

COLOMBO, 22*nd November* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—The Medical authorities at this Port having for some time back thought it necessary to make the following insertion in the usual printed form of Bills of Health.

"except an isolated case of
"small-pox in a house two
"miles from the Port,"

I am directed by the Chamber to inquire whether

(1) The Medical authorities at your Port find it necessary, when single cases of diseases of an epidemic form are prevalent, to insert any similar clause.

(2) Whether the insertion of such a clause in a Bill of Health granted to a vessel from this port would occasion delay in giving the vessel pratique on her arrival at your port.

Further I would feel obliged by your informing me what number of cases of small-pox your medical authorities would regard as justifying quarantine.

For your information I enclose copy of the printed form of Bill of Health as used in this port, and shall feel obliged by your forwarding me a copy of the form issued in Bombay.—I remain, &c.,

A. SCHEZER, Acting Secretary.

BILL OF HEALTH, CEYLON.

TO ALL TO WHOM THESE PRESENTS SHALL COME.

This is to certify that the Vessel _____ is at the time of leaving this Port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life exists among its Officers, Passengers or Crew.

It is further certified that the Town and Port of _____ are at present free from epedemic Cholera, Plague, Yellow Fever and all other dangerouse epidemic disease.

Dated, Colombo (Sd.)

BILL OF HEALTH, CEYLON.

TO ALL TO WHOM THESE PRESENTS SHALL COME.

This is to certify that the Vessel _____ is at the time of leaving this Port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life exists among its Officers, Passengers or Crew.

It is further certified that the Town and Port of _____ are at present free from epidemic Cholera, Plague, Yellow Fever and all other dangerous epidemic disease.

Dated, Colombo (Sd.)

BOMBAY CHAMBER OF COMMERCE, *2nd December* 1890.

Surgeon-Major F. F. MACCARTIE, Health Officer of the Port, Bombay.

DEAR SIR,—I am directed by the Chairman of the Chamber to hand you the enclosed letter, received from the Ceylon Chamber of Commerce, and to say that he will be much obliged if you can favor him with the information asked for, in time, if possible, for the weekly Committee meeting to-morrow afternoon.—I have, &c.,

C. J. MICHAEL, for Secretary.

No. 544 OF 1890.

BOMBAY PORT HEALTH OFFICE,
TOWN CUSTOM HOUSE, *December 3rd* 1890.

From Surgeon-Major F. F. MACCARTIE, M.B., Health Officer of the Port of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR.—In reply to letter No. 716 of 22nd from the Ceylon Chamber of Commerce, forwarded under your letter of yesterday's date, I have the honour to state as follows :—

The answers to questions 1 and 2 are *No.*

The answer to the third question depends on the geographical situation of the place to be protected, and on the sentiments of its inhabitants on the quarantine question. Generally speaking quarantine in its strictest sense against any disease cannot be justified ; but if small-pox is a rare disease in a country so situated that preventive measures against its importation can be easily enforced, it is possible that mild and judicious quarantine measures might be attended with some sort of success.

A typical example of such a place would be an island with not very many ports.

As regards Indian Ports the Government of India has always recognised that strict quarantine against arrivals by sea from ports infected by diseases common to India is absurd, as it would be useless to endeavour by quarantine to protect such a port, as Bombay for instance, from an invasion of small-pox by sea when the disease already exists in the city and neighbourhood, and is no doubt often being introduced by railways. Accordingly the procedure adopted here is that all vessels have a right to immediate and free pratique at this port, notwithstanding that small-pox may be prevalent at Port of departure unless they have had during the voyage, or have on arrival, cases of the disease on board, in which case they are not given pratique until certain precautionary measures have been adopted, such as vaccination of those passengers and members of crews who are unpro-

tected by previous vaccination or small-pox, isolation of infected cases, and disinfection of ships and cargoes. I forward copies of forms of Bills of Health issued at this Port. The Form marked B is issued after personal examination of ships, crews and passengers to vessels bound to any of the following Ports :—

Aden, Red Sea, Europe via Canal, Persian Gulf and Mauritius.

The Form marked C is given without an examination of ships, crews and passengers, to vessels bound to ports other than those mentioned. I return the communication from the Ceylon Chamber.—I have, &c.,

F. F. MacCARTIE, M.B.,
Health Officer of the Port of Bombay.

No. 545 of 1890.

Bombay Port Health Office,
Town Custom House, *3rd December* 1890.

From Surgeon-Major F. F. MacCARTIE, M.B., Health Officer of the Port of Bombay, to the Secretary Chamber of Commerce, Bombay.

The accompanying Necrological Certificate should be attached to form B. Bill of Health forwarded with this office letter No. 544 of this date. It is chiefly for use at Suez where the sanitary officials require a statement of the cholera death-rate at Indian Port of departure of vessel.

F. F. MacCARTIE, M.B., Surgeon-Major,
Health Officer of the Port, Bombay.

Bombay Chamber of Commerce, *4th December* 1890.

The Secretary, Ceylon Chamber of Commerce, Colombo.

Dear Sir,—I have the honor to acknowledge the receipt of your letter of the 22nd ultimo on the subject of the form of Bill of Health used by the medical authorities at your port in cases of epidemic diseases, and enquiring as to the practice followed in Bombay in similar cases.

Your letter, together with its accompaniment, was duly placed before the Health Officer of this port, and I now beg to wait upon you with the accompanying letters and enclosures received from that official which give full information on all the points referred to in your communication.—I am, &c.,

L. R. W. FORREST, Chairman.

APPENDIX AA.

BILL TO AMEND THE INDIAN MERCHANT SHIPPING ACTS.

No. 54 OF 1890.

MARINE DEPARTMENT,
BOMBAY CASTLE, *24th February* 1890.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding the accompanying copy of a Bill to amend Acts I. of 1859, VII. of 1880, and V of 1883, with Statement of Objects and Reasons, I am directed to request that Government may be favoured at an early date with the opinion of the Chamber thereon. —I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The objects of this Bill are the following :—

(*a*) to amend Act I of 1859 (*for the amendment of the law relating to Merchant Seamen*) so as to make it lawful for the master of a foreign-going ship, when the term of a running agreement has expired at a port in India which is not also the port at which the crew have agreed to be discharged, to renew the agreement, with the sanction of the shipping-master at the port at which the agreement has expired, for the voyage from that port to the port in India, which is the port of discharge agreed to by the crew (section 1) ;

(*b*) to provide in section 115 of the same Act for the indemnification of the State against expenses incurred in the relief of lascars left abroad by masters of foreign vessels (section 2) ;

(*c*) to provide, in amendment of section 74 of the Indian Merchant Shipping Act, 1880, that all wreck found outside, but brought within, the local limits for which a Receiver of Wreck has been appointed, as well as wreck found within those limits, shall be delivered to the Receiver (section 3) ;

(*d*) to explain that the word "coasts" in section 6 of the Indian Merchant Shipping Act, 1883, includes the coasts of creeks and tidal rivers (section 4) ;

(*e*) to provide in Chapter II. of the same Act for giving power to a Local Government to convene a Court of Investigation into a casualty which has occurred in the jurisdiction of, or been reported to, another Local Government, when it may be advisable to hold such a Court by reason of the witnesses being within the jurisdiction of the Local Government or for other sufficient cause (section 5);

(*f*) to provide in section 8 of the same Act that the Governor of Bombay in Council may delegate to the Political Resident at Aden his powers under that section in respect of investigations at Aden into shipping casualties (section 6); and

(*g*) to provide, in amendment of Chapter III. of the same Act, that Courts of Investigation may cancel or suspend local certificates of competency or service as they may now cancel or suspend Board of Trade and Colonial certificates.

2. These amendments of Act I. of 1859 and the Indian Merchant Shipping Acts of 1880 and 1883 have been shown by experience to be either necessary or desirable.

7th February 1890. D. BARBOUR.

A BILL TO AMEND ACTS I. OF 1859, VII. OF 1880, AND V. OF 1883.

Whereas it is expedient to amend Act I. of 1859 (*for the amendment of the law relating to Merchant Seamen*), the Indian Merchant Shipping Act, 1880, and the Indian Merchant Shipping Act, 1883, in manner hereinafter appearing; It is hereby enacted as follows :—

Act I. of 1859.

Addition of section after section 24, Act I., 1859.

1. After section 24 of Act I. of 1859 the following shall be inserted, nameley :—

"24A. (1) When a running agreement with the crew of a foreign-going ship has been made under section 23 and the ship arrives after the next following thirtieth day of June or thirty-first day of December at a port of destination in India which is not the port therein at which the crew have agreed to be discharged, the master may, with the previous sanction of the shipping-master, renew the agreement with the crew, or may be required by the shipping-master so to renew the agreement, for the voyage from such port of destination to the port in India at which the crew have agreed to be discharged.

Renewal of running agreements in certain cases.

"(2) If the master of the ship is required by the shipping-master to renew the agreement as aforesaid and refuses so to renew it, any expenses which may be incurred by the Government for the subsistence of the crew and their conveyance to the port at which they have agreed to be discharged shall be a charge upon the ship, and shall be recoverable as if they were expenses incurred in respect of distressed seamen under the provisions of Chapter III. of the Indian Merchant Shipping Act, 1880."

2. To section 115 of the same Act the following shall be added, namely :—

Amendment of section 115, Act I., 1859.

"and for the repayment to the Secretary of State for India in Council of all expenses which may be incurred by the Government in respect of any such lascar or other native seamen who may be discharged or left behind at any port out of India and becomes distressed and is relieved under the provisions of the Merchant Shipping Act, 1854, section 211, and the enactments amending the same."

The Indian Merchant Shipping Act, 1880.

3. In section 74 of the Indian Merchant Shipping Act, 1880, after the words "so appointed' the words "or bringing within such limits any wreck which has been found and taken possession of elsewhere" shall be inserted.

Amendment of section 74, Act VII., 1880.

The Indian Merchant Shipping Act, 1883.

4. To section 6 of the Indian Merchant Shipping Act, 1883, the following shall be added, namely :—

Amendment of section 6, Act V., 1883.

"4. The word "coasts" in this section includes the coasts of creeks and tidal rivers."

5. For sub-section (1) of section 7 of the same Act the following shall be substituted, namely :—

New sub-section substituted for sub-section (1) of section 7, Act V., 1883.

Power for Local Government to appoint Special Court of Investigation.

"If the Local Government to which the report or notice prescribed by the last foregoing section has been made or given, or within whose territories any competent witnesses of any such loss, abandonment, stranding, damage or casualty as is described in clause (*a*), (*b*), (*c*), or (*d*) of sub-section (1) of the same section have arrived or are to be found or any evidence of such supposed loss as is described in clause (*e*) of the same sub-section can be obtained, is of opinion that a formal investigation into the facts mentioned in any of the said clauses is requisite or expedient, such Local Government may appoint a special Court, consisting of not less than two nor more than four persons, and direct that Court to make the investigation, and may fix the place for making the same."

6. In section 8 of the same Act, after the words "Local Government" the words "or by such officer as the Local Government has empowered in this behalf" shall be inserted.

Amendment of section 8 Act V., 1883.

7. In section 20 of the same Act, clause (*a*) and the proviso shall be repealed.

Amendment of Section 20, Act V., 1883.

8. After section 24 of the same Act, the following shall be added, namely :—

Addition of section after section 24, Act V., 1883.

"24A. (1) Notwithstanding anything in the foregoing provisions of this Act, a certificate (whether of competency or service) which has been granted by any Local Government to a master, mate or engineer, but has not

Power to Court to suspend or cancel certificates granted by Local Government.

been granted under the provisions of the Merchant Shipping (Colonial) Act, 1869, or of any Order in Council under the said Act, may, if a Court conducting an investigation under this Act finds that the loss, stranding or abandonment of or damage to any ship, or loss of life, has been caused by the wrongful act or default of the master, mate or engineer, or that he is incompetent or has been guilty of any gross act of drunkenness, tyranny or other misconduct, be suspended or cancelled by the Court :

"Provided that the Court shall not suspend or cancel a certificate unless the holder of the certificate was furnished before the commencement of the investigation with the copy of the report or statement required by section 9 or section 10, as the case may be.

"(2) At the conclusion of the investigation, or as soon afterwards as possible, the Court shall state in open sitting the decision to which it may have come with respect to the cancelment or suspension of any certificate.

"(3) A master, mate or engineer whose certificate has been cancelled or suspended by the Court shall, on demand by the Court, deliver the certificate to the Court, and the Court shall forward it to the Local Government together with the report which it is required by section 17, sub-section (1), to transmit to that Government.

"(4) A master, mate or engineer failing to deliver a certificate as required by sub-section (3) shall be punished with fine which may extend to five hundred rupees.

"The duties imposed and powers conferred by sections 22, 23, and 24 on the Local Government which cancels or suspends a certificate shall, when a Court, has under this section cancelled or suspended a certificate, be performed and exercised by the Local Government to which the Court has forwarded the certificate under sub-section (3), as if such Local Government had itself cancelled or suspended the certificate under section 20."

BOMBAY CHAMBER OF COMMERCE, *10th March* 1890.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 54 of the 24th ultimo, covering a copy of a draft Bill to amend the law relating to merchant seamen, on which you request the opinion of the Chamber.

In reply, I am directed to say that the working of the existing Acts has shown by experience that the proposed amendments were extremely desirable, and the Chamber therefore fully approves of the provisions of the Bill.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX BB.

COMPULSORY PILOTAGE FOR COASTING STEAMERS.

No. $\frac{263}{G}$ OF 1890.

MARINE DEPARTMENT,

BOMBAY CASTLE, *29th October* 1890.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am dirdcted to forward the accompanying copy of correspondence noted in the margin relative to a petition addressed by Messrs. Shepherd and Company to His Excellency the Viceroy on the subject of the grant of pilot licenses to the masters and mates of their steamers of over 200 tons burden, and to request that after consultation with other Shipping Companies interested, whose vessels leave and enter the Port of Bombay, Government may be favored with the opinion of the Chamber on the question with reference to the views expressed by the Government of India in their letter No. 4840, dated 10th October 1890.—I have, &c.,

Letter to the Secretary to the Government of India No. 192, dated 7th August 1890, with accompaniments.

Letter from the Secretary to the Government of India No. 4840, dated 10th October 1890, with accompaniments.

B. H. POTTINGER, Major-General,
Secretary to Government.

No. 192 OF 1890.

MARINE DEPARTMENT,

BOMBAY CASTLE, *7th August* 1890.

From the SECRETARY to GOVERNMENT to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—I am directed to forward the accompanying petition from Messrs. Shepherd & Co., Proprietors of the Bombay Steam Navigation Company, dated 26th March 1890, to the address of His Excellency the Viceroy, praying that—

(1) provision may be made for the examination of the Masters and Mates of their coasting steamers of over 200 tons burden, in view to their being appointed (if found qualified) to pilot those vessels in and out of the Bombay Harbour, or

(2) that the said steamers may be exempted from carrying a pilot when entering or leaving the harbour.

2. The petition has been forwarded to this Government for transmission agreeably to your letter to Messrs. Shepherd & Co., No. 1747, dated 16th April 1890; and I am desired to offer the following remarks thereon for the information of the Government of India.

3. In June 1889, Messrs. Shepherd & Co. addressed a petition to this Government, in which they preferred the same request as is now made by them. Under Section 31 of the Indian Ports Act, 1889, a vessel measuring 200 tons or upwards is not allowed to leave or enter the port without having a pilot on board, but in your letter No. 3233, dated 26th June 1889, it was stated that no legal sanction was necessary to empower the Local Government in concert with the Port Trustees to authorize the Master of any vessel to pilot his vessel into the Bombay Harbour if he is held to be competent to do so. The Port Trustees, Bombay, to whom Messrs. Shepherd & Co.'s application was referred, after giving the matter careful consideration, intimated that they did not deem it advisable to make any change in the existing pilotage system and they concurred in the views expressed by the Port Officer, Bombay, as to the objections there would be to allow the Masters of Messrs. Shepherd & Co.'s steamer (even should they pass an examination as to their knowledge of the channels) to pilot their vessels in the Bombay Harbour. A copy* of the correspondence on the subject is attached for information.

* Report by the Secretary, Bombay Port Trust, No. 4492, dated 25th October 1889.
Memorandum to the Chairman, Bombay Port Trust, No. 147—P.T., dated 13th November 1889.
Letter from the Secretary, Bombay Port Trust, No. 4971, dated 26th November 1889.
Letter to the Chairman, Bombay Port Trust, No. 363, dated 30th November 1889.
Letter from the Secretary, Bombay Port Trust, No. 33, dated 3rd January 1890.
Letter to the Chairman, Bombay Port Trust, No. 13-G., dated 20th January 1890.
Letter from the Secretary, Bombay Port Trust, No. 363, dated 22nd January 1890.
Letter from the Secretary, Bombay Port Trust, No. 598, dated 7th February 1890, with enclosures.
Government Resolution No. 33, dated 11th February 1890.

4. On receipt of Messrs. Shepherd & Co.'s present petition it was referred to the Port Trustees for any further remarks they might have to offer. From the accompanying copy of their reply* it will be seen that the Trustees are prepared to allow certain coasting vessels occupying berths alongside and outside of the east wharves of the Wet Docks to pass between those berths and the open sea without pilots. The conditions attached to this concession are as follows :—

* No. 2792, dated 3rd July 1890.

(1) That a vessel to be qualified must be trading to and from ports on the coast of India only.

(2) That she must return to Bombay at intervals not exceeding 14 days on each voyage.

(3) That she must be one of the vessels allowed to occupy berths alongside and outside of the east wharves of the Wet Docks not anchoring or mooring in the stream.

(4) That the Master must passs the full pilot's examination ; that he should serve for at least 14 days as a probationer pilot at the owner's expense before going up for examination ; that he should be liable to fine or other punishment

as in the case of other pilots, his license being liable to be withdrawn at any time at the pleasure of the Trustees. Candidates found qualified might be authorized by Government to pilot vessels, and then appointed by the Trustees to pilots vessels in the Port of Bombay, according to the procedure suggested in the preamble to Government Resolution No. 235, dated 24th July 1889.

(5) The concession would only apply to the passage between the open sea and the berths in question and should it ever be desired that one of the privileged vessels should take up a berth in the stream, a regular pilot must be employed in going to and leaving such berth.

5. As the Port Trustees are of opinion that a compulsory pilotage system must be maintained in the interests of the trade of the port, by which the vessels in question are directly benefited, they think that it is only fair that these vessels should continue to contribute to the cost of maintaining the service to the extent of one-fourth of the pilotage fees which they would have to pay if they took pilots. To legalize this arrangement an amendment of the Indian Ports Act, 1889, would apparently be necessary as pointed out by the Port Trustees.

6. I am desired to remark that the question of pilotage in the Bombay Harbour is one of considerable importance and looking to the various interests involved any change such as that proposed by Messrs. Shepherd & Co. demands serious consideration. It is true that Messrs. Shepherd & Co.'s steamers come into port more frequently than those of other Companies, as for example the British India Steam Navigation Company. When vessels of the latter Company do come, they bring a profit yielding burden of far larger amount on the average than Shepherd & Co.'s ships, and can therefore better afford pilotage fees. Moreover their Captains do not generally, as Shepherd & Co.'s do, know the harbour just as well as any pilot. If for these reasons the Government of India are disposed to make any concession to Messrs. Shepherd & Co., His Excellency the Governor in Council considers that other shipowners interested in the coasting trade, whose vessels enter and leave the Port of Bombay should be consulted before any decision is arrived at, and in this view I am directed to suggest that the question might be referred to the Bombay Chamber of Commerce.

7. I am to observe at the same that pilotage fees are paid according to the English system; they are compulsory in the case of a vessel entering a port other than the one at which it is registered, and optional at such port subject to certain conditions. In return for compulsory pilotage the shipowner is relieved from liability for damage occasioned by bad navigation. The advantage is so valuable that some Companies, for example, the Peninsular and Oriental steam Navigation Company purposely register their ships as of Glasgow, &c., to which they do not trade in order that at London and Liverpool pilotage may be compulsory and the consequent immunity enjoyed. In Bombay a pilotage fee even at the full rate may be borne with more patience when it buys the material advantage above-mentioned than even a quarter fee when no pilot is taken and no immunity from navigation risks is gained.

"8. As regards the dredgers in the service of the Port Trustees, Bombay, to which allusion is made in para. 14 of Messrs. Shepherd & Co.'s petition, I am desired to invite attention to the Resolution of this Government No. 185, dated 30th ultimo, forwarded under my docket of the same number and date, and, with reference to para. 15 of the petition, I am to forward the accompanying copy of reports* by the Port Officer, Bombay, and to solicit reference to the correspondence ending with this Government docket No. 685, dated 3rd December 1881."—I have, &c.,

* No. A.—71, dated 10th July 1890.
,, A.—73, ,, 17th ,, ,,

B. H. POTTINGER, Major-General,
Secretary to Government.

No. 4840.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Pilots and Pilotage.

SIMLA, 10*th October* 1890.

To the SECRETARY to the GOVERNMENT of BOMBAY, Marine Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 192, dated the 7th August 1890, forwarding a petition from Messrs. Shepherd & Co. praying that provision may be made for the examination of the masters and mates of their steamers of over 200 tons burden for appointment as pilots in the harbour of Bombay, or that their steamers exceeding that burden may be exempted from carrying a pilot when entering or leaving the harbour.

2. The arguments advanced by Messrs. Shepherd & Co. in support of this request are these—

(i) that there is no substantial difference between the steamers they are now putting on the line and those which have hitherto been exempt from charges for compulsory pilotage;

(ii) that the steamers in question enter and leave the port of Bombay so frequently that the cost of pilotage for one of them is five times the wages given to the master;

(iii) that though the masters of these steamers navigate their vessels in other ports in the Bombay Presidency, where the navigation is far more intricate than in Bombay, they are not compelled there to take pilots, the competence of the masters being in fact so well recognised that in those ports their services to pilot vessels are often asked for by Government;

(iv) that the steamers enter and leave the port of Bombay as often as they enter and leave the other ports of the Presidency, and the masters are intimately acquainted with it;

(v) that the Government of Bengal has exempted steam tugs and the steamers carrying on the Orissa trade from the necessity of carrying pilots in the Hooghly when their masters prove that they are competent to pilot the vessels; and seeing that the port of Calcutta is very dangerous and intricate to navigate, if such a concession can be made there, a similar concession should not be refused at Bombay, a port very easy and simple to navigate;

(vi) that Government should not restrict the coasting trade, and by the imposition of unnecessary charges compel shipowners to keep very small steamers on the line, but should encourage the development of an important trade.

3. The answer of the Trustees of the Port of Bombay to these arguments appears to consist in a statement of their opinion that the maintenance of a pilot service in Bombay is necessary in the interests of the trade of the port, and that therefore it is reasonable that these vessels should continue to contribute to the cost of maintaining the service. The Government of Bombay, it is understood, agrees in this opinion, and, in answer to a remark made by Messrs. Shepherd & Co. that the tendency of opinion in England is to make pilotage optional rather than compulsory, observes that in London the Peninsular and Oriental Company deliberately renders itself liable to compulsory pilotage in order to avoid risks.

4. Although the Trustees are inclined on the ground stated to compel payment for services which are admittedly not necessary, they are prepared to make a concession under which coasting vessels which have berths at certain places in or near the docks may enter or leave the port without a pilot on payment of one-fourth of the regular pilotage fees. It is not clear, however, whether the Government of Bombay recommends this concession, and in any case the proposal to charge the steamers one-fourth of the full pilotage charge, though they obtain no service, cannot be accepted, inasmuch as Government cannot compel payment for a service which is not rendered, and would not be prepared to undertake the legislation which would be required to give effect to the proposal.

5. I am to say that, on full consideration of the arguments on both sides, the Governor-General in Council is unable to accept the conclusion arrived at by the Trustees that these steamers should contribute to the cost of the pilot service at the port of Bombay because the maintenance of the service is necessary in the interests of trade generally. The case of the Peninsular and Oriental Company in England, which is cited by the Government of Bombay, does not appear to have any bearing on the present case. The difficulty of working very large steamers of deep draught and a burden of 4,000 or 5,000 tons in narrow river waters is very great, and it is easy to understand that the Company would desire to avoid heavy risks at the cost of the small payments required from them. There is no real ground of comparison in respect of risks between such steamers in the Thames and light draught steamers in Bombay of from 200 tons to 600 tons burden, while the cost of pilotage in the latter case is relatively very much larger.

6. The arguments in favour of exemption of these vessels from an unnecessary charge are in themselves, as it seems to the Government of India, reasonable, and they derive strong support from the course adopted in Bengal, where the steamers which run between Calcutta and the ports of Orissa, and steam tugs, are exempted from pilotage charges in Calcutta when their commanders prove their competence as pilots. It will be observed from the correspondence on the subject which is attached to this letter that there are now thirty-eight persons licensed by the Government of Bengal as pilots for these purposes. This being the case, the Governor-General in Council thinks that a similar concession cannot fairly be refused in the case of similar, but smaller, steamers in Bombay. If a pilot service is necessary in Bombay, it is more necessary in Calcutta; if the navigation of the port of Bombay requires skill and judgment, the navigation of the Hooghly requires much more skill and judgment; and if the Government of Bengal allows the Orissa steamers to run without pilots for the reason that it is of great importance not to impose unnecessary charges on the Orissa trade, it seems to His Excellency in Council that the coasting trade of Bombay merits equal freedom from unnecessary charges and restrictions.

7. I am to suggest therefore that the question may be further considered, and that it may be referred to the Bombay Chamber of Commerce for advice as suggested by the Government of Bombay. I am to request that in making the reference to the Chamber, a copy of this letter and of all the other papers may be furnished to it.—I have, &c.,

E. J. SINKINSON,
Secretary to the Government of India.

No. 194.

ENCLOSURES TO LETTER No. 4840 OF 1890.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

5th February 1880.

From the SECRETARY to the GOVERNMENT of BENGAL, General (Marine) Department, to the PORT OFFICER, Calcutta.

I am directed to acknowledge the receipt of your letter No. 121, dated the 8th January 1880, submitting letters from the Receiver and Agents of the steamers *Reliance* and *Sir John Lawrence* plying between Calcutta and Chandbally, wherein they represent the hardship of enforcing in case of their vessels the provisions of section 38 of Act XII. of 1875, making pilotage compulsory in the approaches to the river Hooghly.

2. It appears from your letter that there is no objection to complying with the request of the Agents so far as navigation is concerned, but that this step will deprive the junior pilots of a regular source of income.

3. The Lieutenant-Governor thinks that it is of great importance to Orissa that the Chandbally trade should be encouraged by all the

means in the power of Government, and the effect of enforcing the pilotage rule in the case of these steamers would simply be that the steamers would cease to run. At the same time, as the Chandbally steamers have hitherto run without pilots, the continuance of the present system will not put the mate pilots in any worse position than they occupy now. Having regard to these considerations, His Honour is pleased to authorise the commanders of the *Reliance*, *Pilot*, and *Sir John Lawrence* to pilot these steamers so long as they hold certificate as steam-tug pilots.

No. 3431.

27th August 1887.

From Captain A. W. STIFFE, I. M., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

With reference to General Department, Marine, No. 194, dated 5th February 1880, authorising the commanders of the steamers *Reliance*, *Sir John Lawrence*, and the *Pilot* to pilot these vessels to Chandbally so long as they hold certificates as steam-tug pilots, I have the honour to report that the first two vessels have been wrecked, and the *Pilot* is the only one mentioned in the Resolution which continues to run on the Orissa line.

2. Since the issue of the orders of Government above quoted, other vessels, marginally named, have been placed on this line by different companies, and the above orders have been held by this office as equally applicable to these vessels, provided they are commanded by steam-tug pilots; but as the sanction of Government might be construed as only applying to the vessels named in paragraph 1, I think it advisable to make this reference to Government for favour of decision as to whether the interpretation which this office attaches to the orders in question is correct.

Bassein. | Seagull.
Curlew. | Tyrone.
Medina (temporarily).

3. I also take this opportunity of bringing to the notice of Government that in the case of the late s.s. *Mahratta*, which vessel was temporarily employed on the Chandbally trade in place of the steamer *Sir John Lawrence*, and on board of which a licensed steam-tug pilot and a mastar as pilot and commander respectively were employed, an objection was raised by two members of the Pilot Service to her being run by a licensed steam-tug pilot because he was not placed on the ship's register as her commandar, and this they contended was not in accordance with the orders of Government; but I thought it doubtful that this could have been the intention of Government when sanctioning the arrangement above referred to. If the Agents choose to employ a Master Marine *in addition* to a steam-tug pilot, it did not appear in my opinion to affect the orders of Government, or detract from the efficient working of the vessel, but, on the contrary, secures the advantages of having a qualified master whose experience and assitance would be of great value in cases of emergency.

4. There is, therefore, no valid objection to this arrangement beyond that it will interfere with the earnings of mate pilots, as has already been pointed out to Government. The favour of orders of Govern-

ment on this point is also solicited for the future guidance of this office should such a case arise again. I had communicated with the Agents on the point, and they expressed their willingnes to put the pilot on the register as master, but further proceedings were not taken owing to the wreck of the vessel.

No. 3636 B.

7th September 1887.

From Captain A. W. STIFFE, I.M., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

In continuation of my letter No. 3431, dated 27th ultimo, I have the honour to submit correspondence as per margin relative to the placing of a new steamer the s.s. *Ooriya* on the Orissa line by Messrs Macneill & Co., the Agents of the River Steam Navigation Company.

1. Letter No. 3436, dated 29th August 1887, to Messrs. Macneill & Co.
2. Letter, dated 30th August 1887, from Messrs. Macneill & Co.
3. Letter No. 3560, dated 3rd September 1887, to Messrs. Macneill & Co.
4. Letter, dated 6th September 1887, from Messrs. Macneill & Co.

2. The gross and registered tonnages of the *Ooriya* are given as 1050 $\frac{29}{100}$ and 662 $\frac{31}{100}$ respectively, and I solicit the favour of early orders of Government as to whether this large vessel of junior master's tonnage should be permitted to run under the pilotage charge of Mr. R. Spence, whom the Agents have appointed to the vessel. Hitherto the vessels plying between this and the Orissa ports have been of mate pilots' tonnage, and they are noted in the margin, with their respective tonnages, for the information of Government.

		Gross.	Registered.
1.	Bassein	340	208
2.	Curlew	409	154
3.	Medina	811	524
4.	Seagull	710	302
5.	Sir John Lawrence	687	467
6.	Tyrone	616	250

3. Mr. Spence holds a steam-tug pilot's certificate, as well as a master mariner's certificate, and has commanded the Chandbally steamer *Tyrone* for several years. I have therefore no objection to offer to his appointment, except on the ground that it will interfere with the earnings of the regular pilots of the trade above referred to.

4. The favour of return of the enclosures is solicited.

No. 3436.

29th August 1887.

From A. W. STIFFE, Esq., Port Officer, Calcutta, to Messrs. MACNEILL & Co., Calcutta.

I have the honour to request the favour of your informing me as early as possibly what will be the running draught of your new steamer, the *Ooriya*, and what is her gross and registered tonnages.

30th August 1887.

From Messrs. MACENILL & Co., Calcutta, to the PORT OFFICER, Calcutta.

We have the honour to acknowledge receipt of your No. 3436 of the29th instant, and in reply thereto have to state that the running draught of our new steamer *Ooriya* will be considerably under a mean of 10 feet while her gross and register tonnages 1050 $\frac{29}{100}$ and 662 $\frac{31}{100}$ respectively.

No. 3560.

3rd Septemler 1887.

From A. W. STIFFE, Esq., Port Officer, Calcutta, to Messrs. MACNEILL & Co., Calcutta.

With reference to your letter, dated 30th ultimo, I have the honour to enquire whether you propose to apply for the services of an officer of the Pilot Service to take the steamer *Ooriya* to sea. I observe she is of masters' tonnage.

6th Septemler 1887.

From Messrs. MACNEILL & Co., Calcutta, to the Port Officer, Calcutta.

In reply to your No. 3560 of 3rd instant, we beg to say that we have appointed steam-tug Pilot Spence to the pilotage charge of the s.s. *Ooriya*, which vessel will shortly commence plying under general pass between this and the Orissa ports.

12th Septemler 1887.

From Messrs. MACNEILL & Co., Agents, s.s. *Ooriya*, to the SECRETARY to the GOVERNMENT of BENGAL, Marine Department.

We have the honour to inform you that the new steamer s.s. *Ooriya* has arrived from home to take the place of (she was intended to run in conjunction with) the s. s. *Sir John Lawrence* in the Chandbally trade. The latter vessel was allowed to run in that trade under the command of a master holding a steam-tug pilot's certificate, under letter from the Secretary to the Government of Bengal (General Department, Marine, No. 194, dated 5th February 1880). The arguments advanced, and in consideration of which this concession was made, hold good in the case of the *Ooriya* to the same extent as they did in the case of the *Sir John Lawrence* ; but on application to the Port Officer for permission to run her under similar command, that official informs us he has referred the matter to Government, and suggests our making a representation on the the subject also, as he has no authority to allow her to run.

The only question which we believe it possible to arise is in regard to the tonnage of the s.s. *Ooriya*, which is entered as 1050 $\frac{29}{100}$ tons gross 662 $\frac{31}{100}$ tons register ; but as this tonnage was arrived at by measurement of decks to load the ship with cargo to a draft of 17 feet, we have made application to the Port Commissioners for permission to alter the load line to a height suitable for a draft of 13 feet 6 inches, which is the maximum draft suitable to the requirement of

the trade ; and to have the vessel re-measured and her tonnage correspondingly reduced, and we have reason to believe that this re-measurement will make her tonnage less than that of the mate-pilots' class of vessels.

Apart from this consideration, however, we trust His Honour the Lieutenant-Governor will see fit to grant us the concession asked, seeing that to compel us to take a pilot would be to make it impossible for us to run the vessel ; that even without the reductions in tonnage asked for the vessel is only 200 tons more than the s.s. *Medina*, which was allowed to be run with a tug-master, and that the *Medina* was of greater length and equal depth to the *Ooriya*, the difference being in the beam of the latter, and that the excess tonnage of the *Ooriya* is arrived at by calling the upper deck a "spar deck," whereas it is merely a "hurricane deck." We submit there is every reason for allowing what we ask seeing that the vessels employed in the Chandbally trade always use the Western Channel route, the navigation of which is not generally known to the pilots. This route being substituted for the Eastern Channel route effects a saving in distance of 60 miles either way—a consideration to the passengers carried as well as in the expense of the voyage.

The man we have appointed to the command of the s.s. *Ooriya* is Captain R. Spence, who has been employed in the trade since 1873, and has never had an accident recorded against him. During this period he has commanded vessels of greater draft than the *Ooriya*, *e.g.*, the *Bombay*, *Electric*, *Enterprise*, our former *Ooriya*, all of 14 feet draft, and latterly the s.s. *Tyrone*, at present running in the trade.

We request the favour of an early and favourable decision on the point, as we are anxious to get the vessel to work.

No. 3705.

13*th September* 1887.

From Captain A. W. STIFFE, I.M., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

Pending the orders of Government on my letter No. 3431, dated 27th ultimo, and on the representation of the owners of the steamer *Tyrone* that at present there is no licensed steam-tug pilot available, who holds also a master mariner's certificate of competency, whom they could appoint to the command of that vessel in place of Mr. R. Spence, who did possess both those qualifications and has resigned their service, and having satisfied myself as to the correctness of this statement, I have permitted the *Tyrone* to continue to run on the Orissa line on their appointing a certificated master, in addition to a licensed steam-tug pilot, to prevent detention to the vessel, the law (section 13 of Act I. of 1859) requiring that a home trade vessel above 300 tons shall have a certificated master on board. The gross tonnage of the *Tyrone* is 616.

No. 254-T.M.

30*th September* 1887.

From COLMAN MACAULAY, Esq., Secretary to the Government of Bengal, Financial Department, to the PORT OFFICER, Calcutta.

I am directed to acknowledge the receipt of your letters No. 3431, No. 3636-B., with enclosures, and No. 3705, dated respectively the

27th August and the 7th and 13th September. Under the orders contained in Government Order, Marine, No. 194, dated 5th February 1880, the Commanders of the *Reliance*, the *Sir John Lawrence*, and the *Pilot* were authorised to pilot those steamers so long as they held certificates as steam-tug pilots. In your first letter you state that these orders have been held by your office as equally applicable to certain other steamers placed on the Chandbally line. You request to be informed whether this interpretation is correct, and you also request that instructions may be given for your future guidance in this matter. In your other letters you refer, for the orders of Government, the cases of the *Tyrone* and the *Ooriya*. The point on which orders are requested in the case of the *Tyrone* is whether that vessel ought to be allowed to run with a licensed steam-tug pilot in addition to a certificated master, as there is no licensed steam-tug pilot available who holds also a master mariner's certificate. The gross tonnage of the *Ooriya* is 1050$\frac{75}{100}$ tons, but you have no objection to the orders referred to above being made applicable to the commander of that vessel except on the ground that it will interfere with the earnings of the regular pilots of the junior master's grade.

2. Of the three vessels to which the orders of 5th February 1880 specifically referred, the first two have been lost. The following vessels are now running under these orders :—*Bessein*, *Curlew*, *Seagull*, and *Tyrone* (the *Medina*, which was a hired vessel, is no longer running). It is observed that the *Seagull* is the only one of these vessels whose tonnage exceeds that of the *Sir John Lawrence* and the Lieutenant-Governor is pleased to authorise their commanders to pilot their steamers so long as they hold certificates as steam-tug pilots. Future cases will be referred to electors.

3. As regards the second point raised by you, whether, if a commander with the double qualifications referred to cannot be found, the vessels may run with a steam-tug pilot besides the commander, I am directed to say that the Lieutenant-Governor authorises this so long, and only so long, as a commander with the double qualifications cannot be found. This leaves the position as regards the Pilot Service unaltered. Before Act XII. of 1875 was passed, the Chandbally steamers ran without pilots, and it is as true at the present time as it was in 1880 that " that continuance of the present system will not put the mate pilots in any worse position than they occupy now.

4. The third question submitted by you for orders is as regards the *Ooriya*. Messrs. Macneill & Co. have got out this new steamer to replace the *Sir John Lawrence*. Her tonnage is 1050 gross, and her draft 17 feet with cargo. They have stated, however, that they are about to have the load line altered to a draft of 13 feet 6 inches, and to have the ship remeasured. This will considerably reduce her tonnage. She is of less length than the *Medina* which was running some time ago, and less, it is stated, than the *Sir John Lawrence*. They have appointed to her Captain Spence, who lately commanded the *Tyrone*, and who has been employed in the trade since 1873. You have no objection to the orders of 1880 being extended to this case, except on the ground that with her present tonnage she comes into the junior master's class. It appears to the Lieutenant-Governor, however, that, even apart from the question of reduction of her tonnage which is contemplated, this argument has no validity. The Lieutenant-Governor concurs in the opinion of Sir Ashley Eden, that

"the first question to be considered is the convenience of the commerce and trade of the port, not the interests of the pilots." There can be no doubt that men who have piloted steamers of this class to and from Chandbally for years know the channel (especially the Western Channel) better than the regular pilots. The only objection on the ground of public safety would be to vessels of deep draft and great length being placed in their charge; but the conditions of the trade are against such a contigency, as vesssels of a draft of over 13 feet 6 inches cannot cross the bar at Chandbally. The Lieutenant-Governor is therefore pleased to direct that on the alterations proposed being made in the *Ooriya*, the orders of 1880 shall be extended to her. His Honour will also permit the *Ooriya* to run at once on the Agents giving a formal undertaking that she shall not be loaded above 13 feet 6 inches, and that the alterations will be made as soon as possible. This permission will remain in force for two months, after which period a further reference must be made to Government if the alterations have not been begun.

5. As regards future cases, I am to say that in regard to vessels of not more than 900 tons gross tonnage, the orders of 1880 may be held to apply, but that special reference should be made to Government in all instances in which vessels of greater tonnage than this are placed upon the line.

Pilotage to Pooree.

2nd March 1888.

From Messrs. SCHOENE, KILBURN & Co., Managing Agents, India General Steam Navigation Company, Limited, to the SECRETARY to the GOVERNMENT of BENGAL, General (Marine) Department.

Some correspondence has recently passed between the Port Officer and this Company, copies of which we append as per margin, on the subject of complusory pilotage of our Orissa trade steamers when running to Pooree. Some years ago, we, in common with other owners of steamers engaged in the Orissa trade, obtained the permission to run our steamers without regular pilots on condition that our commanders passed an examination qualifying them to take charge of their own steamers in pilotage waters. All our commanders hold these certificates, and ply weekly between Calcutta, Chandbally, Alba, and Balasore.

Letter No. 153, dated 11th January last, from Port Officer, Calcutta.
Letter to Port Officer, dated 14th January last.
Letter from Port Officer, No. 309, dated 25th January 1888.

The Port Officer has recently addressed us on the occasion of our sending a steamer to Pooree, situated some distance beyond Chandbally, but in the Orissa Province, and, we hold, within the privileged limits of the Orissa coasting trade. It appears from the Port Officer's communication No. 309 that the concession of free pilotage was only granted to vessels plying to and from Chandbally. This, we understood, is simply a generic name for any point of embarkation for pilgrims travelling to and from Pooree. That this is so is practically conceded by the fact that our steamer, the *Curlew*, has for years been plying to *Alba*, a point more favourably situated for communication by road, without the least objection from the Port authorities.

We have no wish to press for an extending of the privilege of free pilotage, but consider that it is an anomaly that a steamer is permitted free pilotage to Chandbally, the terminus of the land route to Pooree, and is denied free pilotage to Pooree itself.

The substitution of the words "Orissa coasting trade" for "Chandbally" would remove all difficulties.

We shall be glad if you can see your way to grant this request.

No. 153.

11th January 1888.

From Captain A. W. STIFFE, I.M., Port Officer, Calcutta, to the MANAGING AGENTS, India General Steam Navigation Company, Limited.

I understand that the steamer *Seagull* has left the port for "Gunga Saugor" without an authorised pilot on board; and as her commander is allowed to pilot her to Chandbally and back only, she has incurred the pilotage leviable on her under Act XII. of 1875, for which a bill will be presented for payment by the Port Commissioners on behalf of Government in due course.

Pilotage on the S.S. "Seagull."

14th January 1888.

From Messrs. SCHOENE, KILBURN & Co., Managing Agents, India General Steam Navigation Company, Limited, to the PORT OFFICER, Calcutta.

With reference to your letter No. 153, dated 11th instant, informing us that a bill for pilotage for which the s.s. *Seagull* has become liable will be presented for payment, we beg to state—

(1) that Captain Steans, Commander of the s.s. *Seagull*, holds a certificate authorising him to pilot that vessel without the assistance of a special pilot of this port, and that he passes Gunga Saugor twice a week in the usual course of his voyage;

(2) that the abovenamed steamer has on more than one occasion made the same trip to which you refer, and outside pilotage was not claimed;

(3) that the steamer was bound for Pooree, a port coming within the limits of the Orissa coasting trade, to which she properly belongs, and not for Gunga Saugor, as stated in your letter under reference.

Under the above circumstances, we would request the favour of your being so good as to reconsider the question.

No. 309.

25th January 1888.

From Captain A. W. STIFFE, I.M., Port Officer, Calcutta, to the MANAGING AGENTS, India General Steam Navigation Company, Limited.

I have the honour to acknowledge the receipt of your letter of 14th instant, and in reply to inform you that exemption from pilotage in this river can only be admitted under the orders of Government. Under those orders your steamer is exempted from compulsory pilot-

age under certain conditions only when trading to Chandbally. Under these circumstances, it is not in my power to remit the charge.

2. In my letter the name "Gunga Saugor" was a clerical error for "Pooree."

No. 323.

(Marine,) 12*th April* 1888.

From W. B. BESTIC, Esq., Under-Secretary to the Government of Bengal, Public Works (Marine) Department, to the PORT OFFICER, Calcutta.

In forwarding herewith a letter, dated the 2nd March 1888, from the Managing Agents of the India General Steam Navigation Company, Limited, and its enclosures, on the subject of the pilotage of their steamers running to Pooree, I am directed to request that you will be so good as to favour the Lieutenant-Governor with an expression of your opinion on their proposal to allow the commanders to pilot their vessels trading to any Orissa ports as they now do on the Chandbally line.

2. I am at the same time to draw your attention to Captain Stiffe's letter No. 153, dated the 11th January last, to the address of the Managing Agents of the India General Steam Navigation Company, and to observe that, under the provisions of section 38 of Act. XII. of 1875, a vessel becomes liable to the penalty provided by clause 2 of the section for not availing herself of the services of a pilot, but not to the payment of the pilotage fees which would have been levied on her if she had taken a pilot.

3. The return of the original papers with your reply is requested.

No. 1629.

19*th April* 1888.

From LIEUTENANT E. W. PETLEY, R.N., Officiating Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works (Marine) Department.

In returning the enclosures of your letter No. 323 (Marine), dated 12th instant, I have the honour to state, for the information of Government, that I am of opinion that vessels trading between this and the Orissa ports. viz., Chandbally, Alba, Balasore, and Pooree, should be exempted from compulsory pilotage for the same reasons which induced the Government of Bengal in the General Department, Marine, in their letter No. 194, dated 5th February 1880, to make the concession in favour of certain steamers running between this and Chandbally, viz., that of encouraging the trade of that port.

2. It appears that the vessels engaged on the Chandbally trade have also been running to Alba and Balasore without taking regular pilots; and as practically no exception was taken to it by this office, I do not see any objection to allow Pooree to be included as one of the Orissa ports, as proposed by Messrs. Schoene, Kilburn & Co., the Managing Agents of the India General Steam Navigation Company.

3. As regards the pilotage demanded by this office from the Agents of the steamer *Seagull* for not taking a pilot when that vessel proceeded to Pooree, I agree with Government that the charge cannot be legally made.

4. Under the circumstances mentioned, I solicit the favour of orders of Government as to whether the claim may be withdrawn. I would not advise the enforcement of the penalty laid down in clause 2 of section 38 of Act XII. of 1875 against a vessel that left for Pooree without a pilot, and not against those which have been playing between this, Alba, and Balasore.

No. 932 (Marine).

21*st July* 1888.

From W. B. BESTIC, Esq., Under-Secretary to the Government of Bengal, Public Works (Marine) Department, to the PORT OFFICER, Calcutta.

I am directed to acknowledge the receipt of your letter No. 1629, dated the 19th April last, reporting on the proposal of Messrs. Schoene, Kilburn & Co., the Managing Agents of the India General Steam Navigation Company, Limited, to allow the commanders to pilot their vessels trading to any Orissa port as they now do on the Chandbally line.

2. In reply, I am to say that, after considering all the circumstances of the case, the Lieutenant-Governor is pleased to authorise the commanders of vessels of not more than 900 tons gross tonnage trading between Calcutta and the Orissa ports to pilot their vessels so long as they hold certificates as steam-tug pilots. Special reference should be made to Government in all cases in which vessels of a greater tonnage are engaged in trading between these ports.

3. As regards the question of proceeding against the master of the *Seagull* under the provisions of Section 38 of Act XII. of 1875 for proceeding to sea without an authorised pilot on board, I am to say that, in the circumstances stated in paragraph 4 of your letter under reply, the Lieutenant-Governor considers it undesirable to take any action in the matter.

No. 3602.

13*th September* 1889.

From LIEUTENANT E. W. PETLEY, R.N., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works (Marine) Department.

With reference to paragraph 5 of letter No. 254-T.M., dated 30th September 1887, from Muncipal Department (Marine), and your letter No. 932 (Marine), dated 21st July 1888, I have the honour to submit, for the early orders of Government, a letter in original, dated 27th ultimo, from Messrs. Macneill & Co. asking to be permitted to run their new steamer *Megna* of 1,180·66 tons gross and 753·65 tons net to and from the Orissa ports on the guarantee not to load her over a draft of 13½ feet, and to employ a qualified master mariner holding a steam-tug pilot's certificate as her commander.

2. I understand that several other vessels of the *Magna's* class are under construction in England which are intended to be placed on the Orissa and other trades, and were the Government to grant the concession asked for in this instance, it would simply be quoted as a precedent in support of future applications of this sort, and with the

progress of steam substituting sail, all the small steam vessels would ask for the same privilege, and the Junior Pilot Service would not be required.

3. I have carefully read the orders of Government quoted by Messrs. Macneill & Co., and I have no hesitation in saying that, in my opinion, the present application is certainly not within the *spirit* of those orders, and I am opposed to the entertainment of their request, as it would be detrimental to the interests of Government and unfair to the Pilot Service to be deprived of their share of pilotage which would accrue from the appointment of regular pilots to these vessels in the usual way. It should also be borne in mind that the Government have already made a concession in the case of the steamer *Ooriya*, and the Agents should be content with it.

27th August 1889.

From Messrs. MACNEILL & Co., Agents, River Steam Navigation Company, Limited, to the PORT OFFICER, Calcutta.

With reference to your No. 3902 of 4th October 1887 conveying to us the decision of the Government regarding the s.s. *Ooriya* and your No. 2981 of the 26th July 1888 giving extract from a letter No. 932 (Marine), dated Calcutta, the 21st July 1888, from the Under-Secretary to the Government of Bengal, Public Works Department, (Marine), to the Port Officer. In paragraph No. 2 of last quoted number it is stated :—

"The Lieutenant-Governor is pleased to authorise the commanders of vessels not more than 900 tons gross tonnage trading between Calcutta and the Orissa ports to pilot their vessels so long as they hold certificates as steam-tug pilots. Special reference should be made to Government in all cases in which vessels of a greater tonnage are engaged in trading between these ports."

We, therefore, as Agents of the steamer *Megna*, 1,180·66 tons gross, 753·65 tons net, lately arrrived in this port, beg to request the favour of the sanction of Government being applied for to our running the steamer to and from the Orissa ports on the same understanding as we do the s.s. *Ooryia, viz.*, that we guarantee not to load her over a draft of 13½ feet, and that we place in command a qualified master mariner holding a steam-tug certificate.

3. The *Magna's* dimensions are 230 feet long, 36 feet beam, and 17·55 depth of hold from deck to ceiling at midships, and is in every way suited to the trade with the Orissa ports.

4. An early answer will oblige, as we wish to start running the steamer as soon as possible.

No. 2181 (Marine).

24th September 1889.

From Lieutenant-Colonel C. W. I. HARRISON, R.E., Officiating Joint Secretary to the Government of Bengal, Public Works (Marine) Department, to the PORT OFFICER, Calcutta.

I am directed to acknowledge the receipt of your letter No. 3602, dated the 13th September 1889, sumitting, with your remarks, a letter, dated the 27th ultimo, from Messrs. Macneill & Co. requesting permission to run their new steamer *Megna* of 1,180·66 tons gross and

753·65 tons net to and from the Orissa ports on the condition that she shall not be loaded above 13½ feet, and to employ a qualified master mariner holding a steam-tug pilot's certificate as her commander.

2. In reply, I am directed to request that you will be so good as to submit a list of all the steamers trading to the Orissa ports, with their dimensions and full-load drafts.

3. I am at the same time to observe that although it is stated in paragraph 2 of your letter under reply that you understand that several vessels of the *Megna* class are under construction with the intention of placing them on the Orissa and other trades, yet there is nothing in Messrs. Macneill & Co.'s letter to show that the *Megna* will be employed on any other trade than that of Orissa.

No. 4020.

18th October 1889.

From Lieutenant E. W PETLEY, R.N., Port Officer, Calcutta, to the SECRETARY to the Government of Bengal, Public Works (Marine) Department.

In compliance with the request contained in your letter No. 2118 (Marine), dated 24th ultimo, I have the honour to submit a list of steamers trading to the Orissa ports, with their dimensions and full load drafts as called for.

List of steamers trading to the Orissa ports, with their dimensions and full-load drafts.

Name of Steamer.	Dimensions.				Full-load draft.	
	Length.	Beam.	Depth of hold.			
	Feet.	Feet.	Ft.	In.	Ft.	In.
Bassein	205	21	11	0	7	6
Curlew	228	23	12	0	8	0
Seagull	228	30	12	9	9	6
Tyrone	268	24	12	0	11	3
Pilot	124	22	10	0	9	6
Ooriya	210	30	14	0	13	6
Intended to be placed on this lines.						
Megna	230	36	17	6	17	6

The Agent say that if they are permitted to run this steamer to the Orissa ports with a qualified steam-tug pilot, they are willing to guarantee that she will not be loaded over 13 feet 6 inches; but if loaded over that draft at, say, the Dhumrah or other ports in Orissa, they are willing to take a pilot inwards.

E. W. PETLEY, Lieut., R.N.,
Port Officer, Calcutta.

CALCUTTA, 18*th October* 1889.

No. 4351.

15th November 1889.

From Lieutenant E. W. PETLEY, R.N., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works (Marine) Department.

In continuation of my letter No. 4020, dated 18th ultimo, I have the honour to submit correspondence as per margin with Messrs. Macneill & Co. with regard to their application to be permitted to run their new steamer *Megna* to the Orissa ports without taking a regular pilot from this office.

1. Letter, dated 14th October 1889, from Messrs. Macneill & Co.
2. Letter, dated 7th November 1889, to Messrs Macneill & Co.
3. Draft No. 4269, dated 8th November 1889, to Messrs. Macneill & Co.
4. Letter, dated 8th November 1889, from Messrs Macneill & Co.

Return solicited.

2. In order that the matter may be clearly laid before Government, I cannot do better than refer to the previous correspondence ending with Bengal Government, General Department (Marine), letter No. 194, dated 5th February 1880, which resulted in three specified steamers being permitted to be piloted by their own commanders between this and Chandbally on the distinct understanding that they held certificates as steam-tug pilots. This concession was granted by Government with a view of encouraging the Chandbally trade, which was then in its infancy. Subsequently other steamers were put on this line, and they were also allowed the same privilege; and later on the Government, in letter No. 932 (Marine), dated 21st July 1888, extended this privilege to steamers engaged in trading with certain Orissa ports other then Chandbally—namely, Alba, Balasore, and Pooree; and as there have been no less than six steamers employed on this trade, as shown in the statement which accompanied my letter No. 4020, dated 18th ultimo, I consider that the object of Government in not enforcing the pilotage rule in the case of these steamers has been attained.

3. If the trade with the Orissa ports is an unprofitable one, as Messrs. Macneill & Co. endeaveur to show, I do not think they would be desirous of placing another steamer on this line in addition to their steamer *Ooriya*.

4. Under these circumstances, I am of opinion that their application should not be entertained.

14th Octoler 1889.

From Messrs. MACNEILL & Co., Agents, River Steam Navigation Company, Limited, to the PORT OFFICER, Calcutta.

Your No. 3755 of the 26th ultimo. The full-load draft of the s.s. *Ooriya* since the alteration of the vessel to reduce her tonnage is 13 feet 6 inches. Her depth of hold from floor to tonnage deck is 14 feet, and to shade deck 21 feet 6 inches. Her other dimensions are 210 × 30 feet.

The dimensions of the *Megna* are 230 × 36 feet. Her depth of hold from tonnage deck to ceiling at midships is 17 feet 6 inches. If permitted to run this steamer to the Orissa ports with a qualified steam-tug pilot, we are willing to guarantee that she will not be loaded over 13 feet 6 inches, the same as the *Ooriya*; but if loaded over that draft at, say, the Dhumrah or other ports in Orissa, we are quite willing to take a pilot inwards.

Steamer Megna.

7th November 1889.

From Messrs. MACNEILL and Co., Agents, River Steam Navigation Company, Limited, to the PORT OFFICER, Calcutta.

Referring to our application to be permitted to run the above steamer between this and the Orissa ports, and more particularly to our letter of the 14th ultimo, we will be obliged by your informing us of the decision of Government in the matter.

Seeing the *Tyrone* could not run to a profit, the placing of the *Megna* is, therefore, more or less of a venture. It will thus be readily understood that expenses will have to be kept down as much as possible, and we trust, therefore, that the steamer may not be handicapped more than the others on the line with a pilot; else the interests of the province are likely to suffer by frequent enough communication not being kept up.

No. 4269.

8th November 1889.

From Lieutenant E. W. PETLEY, R.N., Port Officer, Calcutta, to Messrs. MACNELL and Co., Agents, s.s. *Megna*.

I have the honour to acknowledge your letter dated 7th instant, and, with reference to the first portion of paragraph 2, to say that on this office being furnished with a statement showing that the steamer *Tyrone* "could not run to a profit" on the Orissa trade, I will then be in a better position to represent the matter to Government with regard to the steamer *Megna*.

8th November 1889.

From Messrs. MACNEILL and Co., Agents, s.s. Megna, to the Port Officer, Calcutta.

We are in receipt of your No. 4269 of date. The following are the figures appearing on the Orissa Coasting Company's Direction Reports as loss:—

	Rs.	a.	p.
In the year from 1st August 1886 to 31st July 1887 ...	2,197	1	1
Ditto ditto 1887 ditto 1888 ...	16,426	11	4
In the half-year from 1st August 1888 to 3rd January 1889	13,343	14	3

We have not got the accounts by us before or since; but from the facts of the *Tyrone* having been arrested, we should say that the vessel has not been paying since.

2. We first addressed you on the matter of the *Megna* running with a steam-tug pilot on the 27th August last; and as the vessel is now on her way to this from Rangoon, we trust the matter will be decided shortly.

No. 525 (Marine).

24th February 1890.

From W. B. BESTIC, Esq., Under-Secretary to the Government of Bengal, Public Works (Marine) Department, to the PORT OFFICER, Calcutta.

With reference to your letter No. 4351 of the 15th November last submitting correspondence relating to a proposal to allow the steamer *Megna* to run on the Orissa line without taking a regular pilot, I am directed to say that a decision in the matter will be given when you report that the vessel has obtained the passenger certificate which she will require for the Orissa trade.

2. I am at the same time to request that you will be so good as to furnish this office with a statement giving (*a*) the names of all persons holding licenses as steam-tug pilots; (*b*) their respective ages; (*c*) the date on which each obtained his license; (*d*) the fee paid for each license; and (*e*) the vessel upon which each is now employed.

3. The original enclosures received with your letter under reply are herewith returned.

No. 1324.

19th April 1890.

From Lieutenant E. W. PETLEY, R.N., Port Officer, Calcutta, to the SECRETARY to the GOVERNMENT of BENGAL, Public Works (Marine) Department.

With reference to paragraph 2 of your letter No. 525 (Marine), dated 24th February last, I have the honour to submit herewith a statement showing the names, &c., of all persons holding licenses as steam-tug pilots on the river Hooghly made up from information as far as could be gathered up to date, but every endeavour will, however, be made to submit a complete statement as required.

Statement showing the names, &c., of all persons holding licenses as steam-tug pilots of the River Hooghly.

No.	Names.	Date of birth.	Date of license.	Fee paid for each license.	Names of vessels upon which each is employed.
1	J. Bryning. ...	17th Jan. 1827	10th Dec. 1852		*Tyrone.*
2	G. Easton ...	24th May 1830	25th Jan. 1854.		*Buckland.*
3	E. W. Samson ...	26th Jan. 1831	6th April 1863.		*Dalhousie.*
4	T. Stone	7th Aug. 1840.	4th Nov. 1863..		Unemployed.
5	S. Street	.....	7th Nov. 1863..		Reported gone
6	G. Grey	.....	8th April 1865.		up-country.
7	J. C. Miller ...	12th Aug. 1840	21st May 1866.		*Ooriya* (Chief Officer).
8	H. G. A. Heath ...	27th Dec. 1848	1st Aug. 1867...		*Warren Hastings.*
9	H. Cope	.....	18th Mar. 1869		
10	R. Reed	.....	18th May 1870.		
11	J. C. Allen ...	21st July 1833.	15th June 1870.		Inland s. s. *Punjaub.*
12	P. Arden... ...	21st Nov. 1843	17th June 1870.		*Clive.*
13	R. Spence ...	26th June 1843	15th June 1871.		*Ooriya.*
14	C. A. Hay ...	.....	23rd April 1873		
15	C. Hubbard ...	14th July 1844	27th Jan. 1874.		Unemployed.
16	J. Fox	.....	2nd Mar. 1874..		
17	C. R. Williams ...	.....	6th Nov. 1875..		Reported in England.
18	J. A. Thomas ...	.....	19th Feb. 1877.	*Nil.*	Ditto.
19	H. Steans ...	19th April 1843	18th Jan. 1878.		*Seagull.*
20	E. F. Cox... ...	.....	18th July 1879.		
21	R. G. Hand ...	19th Sep. 1845.	29th Mar. 1880.		*Alexandra.*
22	J. H. Nickells ...	.....	18th Jan. 1881.		Reported gone up-country.
23	J. Moore	18th Oct. 1839.	17th Jan. 1882..		*Curlew.*
24	G. Pointon ...	13th Sep. 1848.	21st April 1882.		I. M. S. *Guide.*
25	J. Gamble ...	.....	29th Oct. 1883.		*Pilot.*
26	J. Groves... ...	.....	29th Oct. 1883.		
27	B. LePatourel ...	7th Oct. 1862..	29th April 1884.		*Bassein.*
28	H. A. LePatourel..	.....	21st April 1885.		
29	J. Sawers ...	22nd Oct. 1840	9th Oct. 1885...		*Rescue.*
30	H. Edgar... ...	.....	16th Jan. 1886..		
31	T. Healy... ...	.....	20th July 1886.		
32	W. Bowden ...	.....	5th July 1887...		*Retriever.*
33	W. H. Cope ...	14th Mar. 1849	19th Oct. 1887..		*Dalhousie*
34	J. P. B. LePatourel	Nov. 1826.	28th Dec. 1887.		(Mate).
35	D. H. Bunn ...	.....	21st Jan. 1888..		Reported gone
36	H. W. Marsden ...	.....	21st Jan. 1888..		up-country.
37	J. H. Row ...	.....	16th July 1888.		Reported in England.
38	C. Campbell ...	4th Feb. 1854..	27th Jan. 1890.		*Rescue* (Mate).

CALCUTTA, 19*th April* 1890.

E. W. PETLEY, Lieut., R.N.,
Port Officer, Calcutta.

BOMBAY CHAMBER OF COMMERCE, *12th December* 1890.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{263}{G.}$ of 29th October 1890 forwarding copies of correspondence relative to a petition addressed by Messrs. Shepherd & Co. to H. E. the Viceroy on the subject of the grant of pilot licenses to the masters and mates of their steamers of over 200 tons burden, and requesting to be favored with the opinion of the Bombay Chamber of Commerce on the question with reference to the views expressed by the Government of India in their letter No. 4840, dated 10th October 1890.

2. The Committee of the Chamber understand that the Trustees of the Port of Bombay—to whom the matter has also been referred—have now decided not to levy any pilotage charges on Messrs. Shepherd & Co.'s steamers and other boats of similar size on certain conditions, and provided that the Captains of such vessels have passed the necessary examinations qualifying them to act as pilots: and my Committee, having given the matter careful consideration, are entirely in favor of the decision arrived at by the Trustees.—I have, &c.,

L. R. W. FORREST, Chairman.

APPENDIX CC.

COMPULSORY LOAD-LINE FOR VESSELS LEAVING BOMBAY.

No. $\frac{277}{G}$ OF 1890.

MARINE DEPARTMENT,

BOMBAY CASTLE, *2nd December* 1890.

From the SECRETARY to GOVERNMENT to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—Referring to the correspondence ending with your letter, dated 20th December 1886, on the subject of fixing a load-line for vessels leaving this port during the monsoon season, I am directed to forward the accompanying copy of a letter from the Port Officer, Bombay, No. $\frac{A}{99}$, dated 28th November 1890, and to request that Government may be favored with the opinion of the Chamber on the proposal therein made for adopting in India, with certain modifications, the load-line marks laid down for vessels in the United Kingdom, in accordance with the Merchant Shipping Act 1890.—I have, &c.,

B. H. POTTINGER, Major General,
Secretary to Government.

No. $\frac{A}{99}$ OF 1890.

BOMBAY PORT TRUST, PORT OFFICE,

BOMBAY, *28th November* 1890.

From SIR HENRY MORLAND, Knight, Captain, I.M., Port Officer of Bombay, to the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—In continuation of this office No. $\frac{A}{96}$, dated the 26th of July 1887, and with reference to former correspondence with this office and the Chamber of Commerce on the subject of marking the load line on British ships, it will be seen that consequent on the marking of the load-line not having been made compulsory at that time in the United Kingdom, the matter was allowed to drop.

2. The Merchant Shipping Act of 1890 specially deals with this subject, and rules for determining the position and the manner of marking the load line have been issued and came into force in the United Kingdom on the 9th of November 1890, and it is now compulsory for vessels to be marked as required by the Act, Colonial and British possession registered vessels being exempt till the 9th of June 1891.

3. Section 3 of the Merchant Shipping Act of 1890 makes provision for accepting under order in Council the load marks of vessels registered in Colonial ports.

4. The rules at present in force in India are those contained in Government of India Act VII. of 1880, sections 33 to 43, and it is now advisable that this Act should be altered to agree with the English Act on this point.

5. In fixing the load marks in the United Kingdom special allowances have been made for the different trades the steamers are employed on, and special marks to which they can load to, as in—

Fresh Water	F. W.
Indian Summer	I. S.
Summer	S.
Winter	W.
Winter North Atlantic	W. N. A.

6. It appears desirable that in India vessels should be marked in exactly the same way as they are in the United Kingdom, and if this be done, the principal objection of the Chamber of Commerce raised in letter of the 24th December 1886 will be met as regards having a special mark for Indian ports; *but I would again suggest these marks might be adapted to the peculiar circumstances and weather characteristics of the Indian Ocean, by adapting the winter mark as the load limit* for vessels leaving this port bound eastward on foreign voyages, between May 20th and September 20th as proposed in this office No. 2963 of September 7th 1885 (which has remained in abeyance, owing to the matter having also so remained in the United Kingdom until recently), and that from September 20th to May 20th the summer mark should be the load-line for all vessels leaving this port.

7. The fresh-water mark will, it is assumed, be used for vessels loading in the fresh-water rivers in Bengal or Burmah. Should this proposal meet with your approval, I would suggest that the legal advisers of Government should be consulted as to the best way of making the Indian law agree with the English law, and rules could thereafter be drawn up.—I have, &c.,

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer.

BOMBAY CHAMBER OF COMMERCE, *20th December* 1890.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{277}{G.}$, of the 2nd instant, with accompaniments, and in reply to say that my Committee are generally in favor of the proposal that the load-line marks laid down for vessels in the United Kingdom should be adopted for vessels sailing from India to Europe. But they consider that a difference should be made with regard to steamers trading on the coast and sailing to the Further East, as the conditions under which such vessels leave Indian ports are altogether different from those under which vessels leave the United Kingdom.

2. Monsoon weather in India is never so bad as winter weather round the British coasts, and summer weather in the United Kingdom is never so uniformly fine as the fair season in India. It would, accordingly, be necessary to have distinct marks laid down, one for the fine season limit in this country, and another for the monsoon months. It is scarcely necessary to point out how unjust it would be to require any steamer trading between India and the Further East in the months of May-September to comply with regulations such as those laid down in the United Kingdom for winter voyages.—I have, &c.,

L. R. W. FORREST, Chairman

APPENDIX DD.

DRAFT RULES UNDER THE INLAND STEAM VESSELS ACT, 1884.

MARINE DEPARTMENT,
BOMBAY CASTLE, 1st *September* 1890.

No. 66.—Under the provisions of Section 69 of the Inland Steam Vessels Act, 1884, the Governor in Council is pleased to publish for the information of persons likely to be affected thereby the annexed draft of rules proposed to be made under Section 50 of the said Act for the protection of inland steam-vessels from danger by explosion or fire in the Presidency of Bombay, and to give notice that the said draft will be taken into consideration on or after the 1st of *November* 1890. Objections or suggestions addressed to the Secretary to Government in the Marine Department with respect to the said draft if received before the said date, will be considered by the Governor in Council :—

Draft.

Conditions on which dangerous goods may be carried on an inland steam-vessel.

1. Dangerous goods may be carried on board an inland steam-vessel on and subject to the following conditions :—

(*a*) It shall be the duty of the master of every inland steam vessel to keep a copy of Sections 48 and 49 of the Act posted up in some prominent place therein.

(*b*) No person shall bring on board or remove from an inland steam-vessel any dangerous goods between sunset and sunrise.

(*c*) Every person bringing on board any dangerous goods shall, if so required by the master or any officer of the vessel, deliver up the same to the master of the vessel for safe custody.

(*d*) No master of an inland steam-vessel shall allow any dangerous goods to be carried on board thereof except in a separate compartment provided for the storage thereof and rendered inaccessible during the voyage to the crew and passengers.

(*e*) No person shall use and no master or officer of an inland steam-vessel shall permit any fire to be kindled or used on any flat or steam-vessel while any dangerous goods are being taken in or discharged.

(*f*) No master of an inland steam-vessel employed as a coasting vessel shall allow dangerous goods of the following descrip-

tions to be carried on board thereof in excess of the quantities herein below specified, that is to say :

(1) Explosives, as defined in Section 4, Sub-section (1), clauses (*a*) and (*b*) of the Indian Explosives Act, (IV of) 1884.	The quantities allowed, in the case of a boat, whilst carrying or plying for public passengers, by No. 5 of the Rules framed by the Governor-General in Council under Section 5 of the Indian Explosives Act, 1884, and republished in the *Bombay Government Gazette* for 1887, part I, pages 511—521.
(2) Petroleum, as defined in Section 3, clause (1), of the Petroleum Act (XII of) 1886.	The quantities allowed, in the case of a ship permitted to proceed to the usual anchorage, by No. 5 of the Rules framed by the Governor in Council under Section 8 of the Petroleum Act, 1886, and published in the *Bombay Government Gazette* for 1890, Part I, pages 341—4.

(3) Sulphuric acid—500 gallons.

(*g*) As regards explosives and petroleum, all the provisions of No. 5 of the Rules framed by the Governor-General in Council under Section 5 of the Indian Explosives Act, 1884, and of No. 5 of the Rules framed by the Governor in Council, under Section 8 of the Petroleum Act, 1886, which are referred to in clause (*f*), shall apply, respectively, to explosives or petroleum carried on an inland steam-vessel employed as a coasting-vessel.

Protection of cargo from danger by fire.

2. Before an inland steam vessel proceeds on a voyage, it shall be the duty of the master and of every officer thereof to have its cargo, and the cargo of any flat which it is intended to tow, safely stowed away, hay or other inflammable material being properly covered with tarpaulins or other sufficient protection.

Provisions as to use of light.

3. No person shall use a naked light of any description in the hold or on the cargo deck of any inland steam-vessel. No person shall so use a closed light, except under the direction and supervision of an officer of the vessel.

Provisions as to fires.

4. No person shall make or use any fire on board an inland steam-vessel, and no master or officer of any such vessel shall permit the making or use of fire thereon, except in galleys or in regularly constructed fire-places:—

Apparatus for extinguishing fires.

5. (1) The owner and the master of every inland steam-vessel shall provide and keep in efficient condition on board thereof the following apparatus for the purpose of extinguishing fires :—

(*a*) Hose sufficient to reach from the engines of the vessel to her stern and taffrail.

(*b*) Fire-buckets in the proportion of not less than one for each of the crew.

(2) No master of an inland steam-vessel shall proceed on a voyage, unless the apparatus required by this rule is on board in efficient working order and in a position available for immediate use.

Officer to have charge of fire-engines.

6. The master of every inland steam-vessel shall place an officer in charge of the fire-engines thereof. Such officer shall see that the fire-engines are always ready for immediate use.

Assignment of duties in case of fire.

7. It shall be the duty of the master of every inland steam vessel to assign to each of the officers and crew a station to take up in case of fire and the duties each is in such contingency to perform.

Punishment for breach of these rules.

8. Any person committing a breach of any of the foregoing rules shall be punished with imprisonment for a term which may extend to six months or with fine which may extend to five hundred rupees, or with both.

No. 67.—Under the provisions of Section 69 of the Inland Steam Vessels Act, 1884, the Governor in Council is pleased to publish, for the information of persons likely to be affected thereby, the annexed draft of rules proposed to be made under Sections 51 and 51*A* of the said Act, as amended by Act III of 1890, to regulate the carriage of passengers and for the protection of passengers in inland steam-vessels in the Presidency of Bombay, and to give notice that the said draft will be taken into consideration on or after the 1st of November 1890. Objections or suggestions addressed to the Secretary to Government in the Marine Department with respect to the said draft, if received before the said date, will be considered by the Governor in Council: —

Draft.

Refusal of admission to intending passengers.

1. (1) The owner or master of an inland steam-vesssel may refuse to admit on board thereof any person who, by reason of drunkeness or contagious or infectious disease or madness or other cause, is in such a state, or misconducts himself in such a manner, as is likely to cause annoyance or danger to other passengers on board.

Drunken persons may be required to leave.

(2) If any passenger on board an inland steam-vessel is drunk and disorderly, the owner or master may require him to leave the vessel at any convenient place.

Punishment of offences committed by passengers.

(2) The following offenders, that is to say :

(*a*) any person who, being drunk, has been on that account refused admission into an inland steam-vessel by the owner or master thereof, and who, after having had the amount of his fare (if he has paid the same) returned or tendered to him, nevertheless persists in attempting to enter such vessel ;

(*b*) any person who, being drunk and disorderly on board any such steam-vessel, is requested by the owner or master thereof to leave the same at any place at which he can

conveniently do so, and who, having had the amount of his fare (if he has paid the same) returned or tendered to him, refuses to comply with such request ;

(*c*) any person on board any such steam-vessel who commits any act of indecency, or after warning by the owner or master, or any other officer of the vessel, molests or continues to molest any passenger ;

(*d*) any person who, after having been refused admission into any such steam-vessel by the owner or master thereof or by any person in the employ of the owner thereof, on account of such vessel being full, and who, after having had the full amount of his fare (if he had paid the same) returned or tendered to him, nevertheless persists in attempting to enter the vessel ;

(*e*) any person having got on board any such steam-vessel who upon being requested on the like account by the owner or master thereof, or by any person in the master's employ, to leave such vessel before the same has quitted the place at which such person got on board, and who after having had the full amount of his fare (if he had paid the same) returned or tendered to him, refuses to comply with such request ;

(*f*) any person who travels or attempts to travel in any such steam-vessel without having previously paid his fare and with intent to avoid payment thereof ;

(*g*) any person who, having paid his fare for a certain distance, knowingly and wilfully proceeds in any such steam-vessel beyond such distance, without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof ;

(*h*) any person who knowingly and wilfully refuses or neglects, on arriving at the point to which he has paid his fare, to quit any such steam-vessel ;

(*i*) any person who takes or attempts to take luggage with him in any such steam-vessel without having previously paid the freight, if any, payable on such luggage, and with intent to avoid payment thereof ;

(*j*) any person who travels or attempts to travel on any such steam-vessel in accommodation of a higher class than that for which he has paid his fare, with intent to avoid payment of the fare payable for the accommodation he uses or attempts to use ;

(*k*) any person on board any such steam-vessel who does not when required by the owner or master or other officer of such vessel, either pay his fare or exhibit such ticket or other receipt, if any, showing the payment of his fare as is usually given to persons travelling by and paying their fares for such vessel, or who does not, when required, deliver up his ticket at the end of the journey ;

(*l*) any person who, having a ticket for any such steam-vessel, transfers it to any other person with intent to evade the payment of fare by such other person to the owner of the vessel ;

(*m*) any person who, on any such steam-vessel, uses or attempts to use a ticket on any day for which such ticket is not available, with intent to avoid payment of the fare ;

(*n*) any person of the male sex who trespasses on any such steam-vessel into a compartment reserved for females and at the time being occupied by females ;

(*o*) any person smoking or being in possession of a fire or light of any description in any part of any such steam-vessel, except where permitted by the owner or master thereof ;

(*p*) any person committing a nuisance in any part of any such steam-vessel ; and

(*q*) any person embarking on or disembarking from, or attempting to embark on or disembark from, any such steam-vessel while such vessel is in motion ;

shall, for every such offence, be punished with fine which may extend to twenty rupees.

Punishment of an offender not to prejudice recovery of his fare.

3. The punishment of any person for an offence under Rule 2 shall not prejudice the recovery from such person of any fare payable by him.

Amount of fare to be denoted on tickets or receipts.

4. No owner or master of an inland steam-vessel shall issue or cause or allow any person in his employ or under his control to issue, any ticket or receipt which a passenger is required to obtain on payment, or exhibit as showing the payment of his fare, unless the amount of the fare paid is printed or legibly denoted on such ticket or receipt.

Adequate supply of drinking water to be provided.

5. No owner or master of an inland steam-vessel shall proceed therewith from any port, unless and until there is on board fresh water fit for drinking purposes and sufficient in quantity to supply the passengers thereon in the proportion of one gallon to each passenger, or shall refuse the supply thereof in such proportion free of charge to any passenger who demands the same.

Punishment for breach of Rule 4 or 5.

6. Any owner or master committing a breach of Rule 4 or 5 shall be punished with fine which may extend to fifty rupees.

By order of His Excellency the Right Honourable the Governor in Council,

B. H. POTTINGER, Major-General,
Secretary to Government.

APPENDIX EE.

COMMISSION TO ENQUIRE INTO THE WORKING OF THE NATIVE PASSENGER SHIPS ACT, 1887.

No. 4941.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Native Passenger Ships.

SIMLA, 16*th October* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Calcutta, Bombay.

SIR,—I am directed to enclose copy of a Resolution which has been issued this day in which the Government of India has decided on the appointment of a special Commission to enquire into the working of the Native Passenger Ships Act, 1887. I am to request that the Chamber will be good enough to intimate to this Department as early as possible the names of the gentlemen whom it would recommend for nomination to the Commission as representing the mercantila community.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 4940.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Native Passenger Ships.

SIMLA, 16*th October* 1890.

RESOLUTION.

Read the correspondence mentioned below raising certain questions connected with the working of the Native Passenger Ships Act, 1887 :—

I.—Regarding the treatment of vessels with three decks (between-deck, main deck, and upper or shade deck), the number of passengers to be carried by such vessels, and the allotment of space in vessels carrying native passengers :

From the Government of Bengal, No. 830 (Marine), dated the 25th March 1890, and enclosures.

To the Government of Bengal, No. 1782, dated the 15th April 1890.

From the Government of Bengal, No. 1386 (Marine), dated the 26th May 1890 and enclosures.

From the Government of Bengal, No. 2317, dated the 29th August 1890.

Proceedings of the Government of Madras, No. 300—1, dated the 12th August 1890.

From the Government of Madras, No. 336, dated the 16th September 1890.

II.—Regarding the provision of medical officers on board native passenger ships carrying large numbers of passengers :

From the Government of Madras, No. 33, dated the 28th January 1889, and Nos. 104 and 105, dated the 19th March 1889.

To the Governments of Bombay and Bengal and the Chief Commissioner of Burma, No. 1151, dated the 6th March 1889.

From the Chief Commissioner of Burma, No. 125—22-M.S., dated the 7th May 1889.

From the Government of Bombay, No. 3257, dated the 13th August 1889, and No. 2523, dated the 28th June 1889.

From the Government of Bengal, No. 2168, dated the 21st September 1889.

From the Government of Bengal, No. 1047, dated the 23rd April 1890.

III.—Proposals made by the local authorities in Bombay arising out of the foundering of the s.s. *Vaitarna* in November 1888 :

Report of the Court of Enquiry, dated the 13th December 1888.

Report of the Port Officer of Bombay, dated the 2nd February 1889.

To the Government of Bombay, No. 1578, dated the 25th March 1889.

From the Government of Bombay, No. 3214, dated the 9th August 1889.

From the Government of Bombay, No. 2383, dated the 16th June 1890, and enclosures, and No. 2657, dated the 15th July 1890.

IV.—Regarding the provision of life-saving appliances on native passenger ships :

Despatch from the Secretary of State for India, No. 8 (Statistics), dated the 23rd January 1890.

To the local Maritime Governments, No. 986, dated the 26th February 1890.

From the Government of Madras, No. 159, dated the 25th April 1890.

From the Government of Bengal, No. 117-T., dated the 11th July 1890.

From the Chief Commissioner of Burma, No. 362—27-M.S., dated the 14th July 1890, and enclosures.

From the Government of Bombay, No. 206, dated the 30th August 1890, and enclosures.

RESOLUTION.—The question raised by the Government of Bengal in the correspondence included under the first of the heads mentioned above extends over a wider range than the treatment of three-decked vessels of the type described. That question may be thus stated: Vessels with a lower deck (between-deck) and upper deck (poop and main decks) have been altered by running a covering (or shade deck) over the main deck, the shutters have been attached to the sides of the main deck for the purpose, as stated by the owners, of sheltering the passengers on that deck in rough weather. As the vessels stood originally, the main deck was an upper deck, and the owners contended that the attachment of shutters to it made no material difference, and that they should be allowed to continue to treat it as an upper deck, the shade deck being regarded as an additional upper deck.

2. The Government of Bengal considered that this contention was inadmissible and that the closing in of the sides with shutters practically converted the main deck into a between-deck. Thus whereas the owners claimed that such a vessel should be treated as one with two upper decks and one between-deck, the Government of Bengal ordered that it should be treated as a vessel with one upper deck and two between-decks.

3. The order in the case issued by the Government of Bengal was withdrawn on the advice of the Advocate-General that it was not legally competent for the local Government to issue such an order under the terms of the Native Passenger Ships Act. The case is now referred for decision by the Government of India, and in referring it the Government of Bengal expresses the opinion that, if the main deck and shade deck are both treated as upper decks, the vessels will be able to carry more passengers than they should be allowed to carry; that, in fact, the law and the rules now in force permit of the carriage of an excessive number of passengers; and that they should be amended in such manner as to provide more space for passengers carried on each deck.

4. The questions thus raised are of the first importance alike to the owners of the vessels engaged in this extensive trade and to the Government whose duty it is to require that suitable provision shall be made for the safety and reasonable comfort of native passengers. As regards the classification of the main deck, the Government of Madras has already given a decision contrary to the decision proposed by the Government of Bengal, and such a large proportion of the native passengers traffic is carried on from and to Madras ports that the opinion of the Government of that Presidency is entitled to great consideration in all matters affecting the traffic. Only the Government of Bengal has as yet complained that the law and rules as to the allotment of space permit overcrowding.

5. The question of the treatment of a main deck when covered by a roof and closed at the sides can only be decided after actual investigation of the facts and conditions. Is it the fact that the attachment of shutters deprives the passengers on the main deck of light and air to such an extent as practically to make that deck a between-deck, and to require that additional space on the awning deck should be allotted to the main deck passengers? Or, on the other hand, do the shutters merely improve the conditions of the main deck, giving the passengers additional shelter while they retain all the advantages of an upper deck? The question has given rise to so much controversy between the Government of Bengal and the managing agents of the British India Steam Navigation Company that it is expedient that it should be fully investigated by competent and impartial authorities. His Excellency in Council has accordingly come to the conclusion that the most satisfactory way of dealing with the two questions in issue will be to refer them to a special Commission of Enquiry for consideration. It is proposed that the Commission should consist of a member or members to be nominated by each of the local Governments which are concerned with the native passenger traffic, namely, the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma. With them should be associated three or four non-official members, representatives of the large shipping companies indentified with the same traffic. These companies have their head-quarters at Calcutta and Bombay respectively, and the Chamber of Commerce of each city should be invited to nominate the gentlemen whom it considers most representative of the interests concerned. The Commission will be presided over by surgeon-Major A. S. Lethbridge, M.D., C.S.I., Inspector General of Jails in Bengal.

6. The Commission will enquire into the facts at such ports as it considers necessary, and will invite and receive evidence from witnesses. It will probably not be necessary that the non-official members of the Commission should travel with the Commission to any places outside the limits of the Presidency in which they are nominated, but the same facilities for doing so should be given to them as will be given to the official members if they wish to accompany the Commission on its tour. The President will decide, in communication with each local Government, whether or not it will be necessary for any local official member to travel beyond the limits of the administration by which he is nominated.

7. The Commission, after making all needful local enquiries, will return to Calcutta, where it will hear such further evidence as may be placed before it, and settle its report for presentation to Government.

8. The Governor-General in Council considers that it is expedient to take advantage of the appointment of a Commission to refer to it for consideration the other questions touching the operation of the Native Passenger Ships Act which are now before the Government of India.

Of these, the first is a proposal to require the attendance of a medical officer on board native passenger ships. This proposal has been more than once pressed on the Government of India, but has been set aside on the grounds that a medical officer is not required for the passenger traffic beyond Indian limits, this being quite

trifling except in regard to pilgrims and emigrants, for which classes the law requires the appointment of a medical officer; and that for passenger traffic within Indian limits there is no real need of a medical officer, the longest voyages being between the Madras and Burman coasts, occupying more than five days only at certain seasons of the year. Most of the traffic is conducted on what are termed in the Act "short voyages," being voyages of not greater duration than 120 hours, as will be seen from the table appended to this Resolution. The Government of Madras now proposes that a medical officer should be required on every vessel, irrespective of the duration of the voyage, when the number of passengers carried exceeds 200; the Chief Commissioner of Burma would require one only on a long voyage when the vessel carries more than 300 passengers; the Government of Bombay would also require one only on a long voyage, but would fix the minimum number of passengers at 100; and the Government of Bengal proposes that a medical officer should be required on every vessel proceeding on a voyage of greater duration than 48 hours, irrespective of the number of passengers.

It will be left to the Commission to endeavour to reconcile these conflicting proposals, and make a recommendation which shall be acceptable alike to the Government and the carrying Companies. It should consider whether a medical officer is required or not; if required, what class of medical officer should be employed, and in what classes of vessels.

9. With these three questions the Commission may also expediently consider the other less important questions raised in the correspondence. These are (1) whether the passenger space in the between-decks of a vessel should be divided by a rail or rope in order to prevent such a calamity as occurred on board the steamer *Bhandara* when a number of passengers were killed and wounded by being hurled from side to side of the vessel as she rolled heavily in the trough of the sea; (2) whether a luggage rack should be required in such spaces, the space so assigned for luggage to be deducted from the space measured for passengers; (3) whether boats and life-saving appliances should be required in accordance with the requirements of the Board of Trade for passenger vessels; and, if not, whether any, and what, modifications are required in the existing rules. The suggestions of the Port Officer of Bombay made in connection with the foundering of the *Vaitarna* may also be considered.

10. The Commission will also enquire into any other cognate matters that may be brought before it, or which it may itself consider proper to be examined. In dealing with all these questions, the Commission will bear in mind that the Government is not desirous of imposing on the traffic any restriction which is not essentially required to secure for the passengers the minimum space and quality of accommodation which are necessary for comfort, health and safety, or which will involve increased expenditure in the from of higher fares in excess of the means of the persons who ordinarily use the vessels in question.

11. On intimation from the local Governments and the Chambers of Commerce at Calcutta and Bombay of the names of the gentlemen whom they propose to serve on the Commission, it will be formally constituted.

ORDER.—Ordered, that copy of the Resolution and of the papers read in the preamble be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma, with the request that their nominations may be made at an early date.

Ordered also, that copy be forwarded to the Chambers of Commerce at Calcutta and Bombay.

E. J. SINKINSON,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 1*st November* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor to acknowledge the receipt of your letter No. 4941 of the 16th ultimo, with its accompaniment, and in accordance with the request of the Government of India, the Committee of the Bombay Chamber of Commerce have pleasure in nominating the undermentioned gentlemen to the Commission appointed to enquire into the working of the Native Passenger Ships Act, 1887, viz.:—

H. W. ULOTH, Esq. (Superintendent, P. & O. S. N. Co.).
R. C. LEES, Esq. (of Messrs. Turner, Morrison and Co.).
RANALD MACDONALD, Esq. (of Messrs. Mackinnon, Mackenzie & Co.).

I beg to add that in the event of the last-named gentleman not being in Bombay when the Commission meets, his place will be taken by his successor, Mr. M. C. Turner, who is at present in Europe.—I have, &c.,

L. R. W. FORREST, Chairman.

No. 5437.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 21*st November* 1890.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter of the 1st November 1890, nominating the undermentioned gentlemen to serve on the Commission to be appointed to consider certain questions connected with the working of the Native Passenger Ships Act, 1887 :—

Mr. H. W. Uloth, of Peninsular and Oriental Steam Navigation Company.
Mr. R. C. Lees, of Messrs. Turner, Morrison and Company.
Mr. R. Macdonald, of Messrs. Mackinnon, Mackenzie and Company.

2. The Chamber will doubtless have understood from paragraph 5 of the Resolution in this Department No. 4940, enclosed in my letter to your address No. 4941, dated the 16th October 1890, that it was intended by the Government of India that the Shipping Companies most interested in the Native Passenger Traffic should be represented on the Commission by the three or four gentlemen to be nominated by the Bengal and Bombay Chambers of Commerce. The British India Steam Navigation and Asiatic Steam Navigation Companies will be represented, on the nomination of the Bengal Chamber of Commerce, by Messrs. James L. Mackay and H. B. H. Turner. I am accordingly directed to inform you that the Governor-General in Council accepts the Chamber's nomination of Mr. Uloth, and to request that if the Chamber desires the representation on the Commission of any other Shipping Company interested in Native Passenger Traffic besides the Peninsular and Oriental, the Asiatic, and the British Indian Steam Navigation Companies, you will be so good as to communicate to me by telegragh the name of the representative whom the Chamber would recommend.

I am to add in case the gentlemen nominated by the Chamber wish to attend the sittings of the Commission in Calcutta that the first meeting will probably be held on Monday the 1st December.—I have, &c.,

G. H. R. HART,
Offg. Asst. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 27*th November* 1890.

The OFFG. ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor to acknowledge the receipt of your letter No. 5437 of the 21st instant, and to confirm the following telegram dispatched to your address yesterday afternoon :—

> "Your letter 21st instant. My Committee have
> "no other representative at present in Bombay
> "whom they would wish to nominate to Native
> "Passenger Ships Commission."

I am to add that the only other Shipping Company in Bombay interested in the native passenger traffic, is Messrs. Shepherd & Co., proprietors of the Bombay Steam Navigation Co. The representative of that firm, however, is at present in Europe; but if, on his return to Bombay, he is agreeable to serve on the Commission under notice, the Committee of the Chamber will be glad to communicate his name to Government.—I have, &c.,

L. R. W. FORREST, Chairman.

No. 5605.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 29*th November* 1890.

RESOLUTION.

Read—

Resolution No. 4940, dated the 16th October 1890.

RESOLUTION.—In the Resolution read above, the Governor General in Council decided to appoint a Special Commission to consider and report on certain questions which have arisen in connection with the working of the Native Passenger Ships Act, 1887. His Excellency in Council is now pleased to direct that the Commission, to be styled "The Native Passenger Ships Commission," be constituted as follows :—

President :

SURGEON-MAJOR A. S. LETHBRIDGE, M.D., C.S.I.

Members.

W. B. BESTIC, Esq., *Under-Secretary to the Government of Bengal in the Marine Department.*

SURGEON-MAJOR D. W. D. COMINS, *Superintendent of Emigration, Calcutta.*

JAMES L. MACKAY, Esq., *of Messrs. Mackinnon, Mackenzie & Co. (British India Steam Navigation Company).*

CAPTAIN H. A. STREET, H.M.I.M., *Presidency Port Officer, Madras.*

H. B. H. TURNER, Esq., *of Messrs. Turner, Morrison & Co. (Asiatic Steam Navigation Company).*

H. W. ULOTH, Esq., *Superintendent, Peninsular and Oriental Steam Navigation Company.*

CAPTAIN G. WILSON, H.M.I.M., *Port Officer, Rangoon.*

SIR HENRY MORLAND, KT., H.M.I.M.

ORDER.—Ordered, that copy of the Resolution be forwarded to Dr. Lethbridge and to each of the Members of the Commission ; to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma, and to the Chambers of Commerce, Calcutta and Bombay.

Also, that this Resolution, as well as the Resolution read in the preamble, be published in the *Gazette of India.*

G. H. R. HART,

Offg. Asst. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, *17th January* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—Referring to my letter of 27th November last, I have now the honor to state, by direction of the Committee of the Bombay Chamber of Commerce, that Mr. J. A. Shepherd, of Messrs. Shepherd & Co., Proprietors of the Bombay Steam Navigation Co.—who has since returned from Europe—will be glad to act as a member of the Commission appointed by the Government of India to enquire into the working of the Native Passenger Ships Act, 1887, and my Committee will be glad if Government will pass the necessary order to admit of Mr. Shepherd joining when the Commission arrives in Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *26th January* 1891.

Telegram to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

"Ship Commission assembles here to-day. Please wire reply to Chamber's letter 17th instant respecting Mr. Shepherd's appointment.

JOHN MARSHALL, Secretary.

No. 369.

GOVERNMENT OF INDIA.

DEPA TMENT OF FINANCE AND COMMERCE.

CALCUTTA, *26th January* 1891.

SERVICE TELEGRAM.

From CALCUTTA, from FINANCE, to BOMBAY, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

It was thought too late to appoint another member to the Commission. Letter explaining was posted on Saturday.

J. F. FINLAY,
Secretary to the Government of India.

No. 350.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, *24th January* 1891.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 17th January 1891, suggesting the appointment of Mr. J. A. Shepherd of the Bombay Steam Navigation Company to be a member of the Native Passenger Ships Commission when the Commission arrives in Bombay.

2. In reply, I am to say that, as the Commission has already made such progress with its enquiries that its work is approaching completion, the Governor General in Council does not consider the appointment of an additional member at this stage advisable.

3. I am to add that the President of the Commission has been requested to take special care to have Mr. Shepherd's views and interests thoroughly represented before the Commission. The Governor General in Council trusts that the object the Chamber has in view will thus be sufficiently secured.—I have, &c.,

G. H. R. HART,
Assistant Secretary to the Government of India.

Copy forwarded to Surgeon-Major A. S. Lethbridge, M.D., C.S.I., with reference to his telegram, dated the 23rd January 1891.

BOMBAY CHAMBER OF COMMERCE, *28th January* 1891.

Telegram from the SCERETARY, BOMBAY CHAMBER of COMMERCE, to the SECRTARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

"Your No. 350 of 24th instant. As Mr. Shepherd "represents the Company carrying the largest "number of native passengers from Indian ports "and has special qualifications for dealing with "the subject of the Commission, the Chamber "would respectfully urge that it would be an "advantage to the object of the enquiry to elect "Mr. Shepherd, and it would be invidious to "exclude him while all the other native passen- "ger carrying companies are represented, and "Mr. Uloth also only joined the Commission in "Bombay."—I have, &c.,

JOHN MARSHALL, Secretary.

No. 447.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

CALCUTTA, *30th January* 1891.

SERVICE TELEGRAM.

From CALCUTTA, from FINANCE, to BOMBAY, to SECRETARY, CHAMBER of COMMERCE.

Your telegram of 28th instant. Under orders of Government of India the President has already made special arrangements for representation of views of Mr. Shepherd before the Commission which it is believed will be satisfactory.

J. F. FINLAY,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *9th February* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—In acknowledging the receipt of your telegram of 30th ultimo, I am directed by the Committee to express the regret with which they learn that Government have decided not to appoint Mr. J. A. Shepherd a member of the Native Passenger Ships Commission.

It is no doubt true, as stated in the telegram under acknowledgment, that by the arrangements made by the President, Mr. Shepherd was enabled to attend the meetings of the Commission and to put a certain number of questions to witnesses under examination, while by his own evidence he was enabled to state his views on the various points discussed by the Commission. But this nevertheless was not equivalent to his having a seat on and a voice in the conduct of the Commission which was therefore in a great measure deprived of the full benefit of Mr. Shepherd's wide experience and knowledge of the objects of the enquiry—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX FF.

PROPOSED ERECTION OF A LIGHT ON CAPE MONZE.

KARACHI CHAMBER OF COMMERCE, *7th May* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed by my Committee to forward you copy of letter addressed to the Secretary to the Government of India, dated 6th May 1890, regarding the transfer of the Old Light at Manora to the Bengal Government, from which it will be seen that it is the opinion of this Chamber, that a light is absolutely necessary on Cape Monze, in order to secure the safety of vessels trading with this Port, and this is borne out by all the Captains of steamers touching here.

I am requested to ask your Chamber's co-operation in inducing Government to erect a light on Cape Monze, where it is much required, instead of transferring the Old Manora Light to the Bengal Government.—I have, &c.,

STEPHEN WM. ANDERSON, Secretary.

KARACHI CHAMBER OF COMMERCE, *6th May* 1890.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—Having been favored by the Karachi Port Trust with a copy of Government Resolution No. 100, dated 8th April 1890, and correspondence relating thereto, regarding the transfer of the old light at Manora to the Government of Bengal, I am desired by my Committee to request that, before Government definitely decides to hand the Light over to the Bengal Government, further enquires may be made with reference to the necessity for a light on Cape Monze.

I am also instructed by my Committee to inform you that the members of this Chamber are unanimously of opinion that a Light on Cape Monze is most desirable if not an absolute necessity, and this opinion is borne out by all the Captains of steamers trading with this Port.—I have, &c.,

STEPHEN WM. ANDERSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19*th May* 1890.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to represent to Government the objections entertained by those interested in the trade and navigation of the Port of Kurrachee to the contemplated transfer to Bengal of the old Manora Light.

2. From the information which the Chamber has been able to obtain from commanders of vessels frequenting the port and others qualified to give an opinion, it would appear that the light could be utilized to very great advantage for the port of Kurrachee by erecting it on Cape Monze where a light has long been wanted for the purpose of enabling ships to make Kurrachee harbour with greater certainty and safety.

3. That being the case, it appears very undesirable to incur the heavy expense of transferring the light to Bengal, and the Committee trust that H. E. the Governor in Council may be pleased to support the views of the mercantile communites of Bombay and Kurrachee in this matter by representing in the proper quarter the advantage to be obtained by utilising the light for Cape Monze.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 145 OF 1890.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27*th May* 1890.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter dated 19th instant regarding the transfer of the old Manora Light to the Government of Bengal, I am directed to inform you that it has been forwarded to the Goverment of India for consideration, together with other representations on the subject received from the Chamber of Commerce and the Port Trust at Karachi.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

KARACHI CHAMBER OF COMMERCE, *4th June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 21st ultimo, enclosing copy of your Chamber's letter, dated 19th May 1890, addressed to the Secretary to Government, Marine Department, Bombay, supporting our representation to Government, dated 6th May 1890, with regard to the erection of a light on Cape Monze, and my Committee request me to tender you their thanks for supporting this Chamber in the matter.—I have, &c.,

STEPHEN WM. ANDERSON, Secretary.

KARACHI CHAMBER OF COMMERCE, *20th June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—For the information of the members of your Chamber, I am instructed to hand you herewith a copy of Government Resolution No. 150 of 9th June 1890, holding in abeyance the transfer of the old light at Manora to the Bengal Government pending receipt of further orders from the Government of India.—I have, &c.,

H. E. FULLER, Acting Secretary.

No. 150.

MARINE DEPARTMENT,

BOMBAY CASTLE, *9th June* 1890.

RESOLUTION.—The Commissioner in Sind to be informed that the transfer of the old Manora light to the Government of Bengal may be held in abeyance pending receipt of further orders from the Government of India with reference to Governmemt Resolution No. 145, dated 27th May 1890.

B. H. POTTINGER, Major-General,
Secretary to Government.

APPENDIX GG.

STOWAGE OF NITRIC AND SULPHURIC ACIDS IN THE BUNKERS OR RESERVE HATCHES NEAR THE BOILERS OF VESSELS.

No. 4330.

BOMBAY PORT TRUST,
BOMBAY, 22*nd October* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith Trustees' Resolution No. 518, dated 14th instant, and 20 copies of a circular letter to Agents of vessels, and I am to ask that the Chamber will use its influence to stop the present practice of stowing nitric and sulphuric acids in the bunker or reserve hatches near the boilers of vessels where the acids are heated and are liable to burst the jars when being discharged at this Port, causing serious injury to the men who may be handling them.—I have, &c.,

F. G. DUMAYNE, Secretary.

No. 518.

BOMBAY PORT TRUST,
BOMBAY, 14*th October* 1890.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 14th instant.

4. Read letter from the Docks Superintendent, dated 6th October, stating that the present practice of stowing acids in bunker or reserve hatches near or against the boilers of steamers causes the acids to be heated and so renders them dangerous to handle in warm climates; and instancing the recent accident on board the "City of Dundee" in which 4 men received serious injuries in handling cases of acids. The Docks Superintendent points out that the present practice of stowing acids appears to be recently introduced as acids usually are carried on deck where accidents do not so readily occur; and he suggests with a view to minimize accidents in future that the Agents of ships and the Chamber of Commerce here be addressed to take steps to check this practice.

Read letter from the Docks Superintendent, dated 14th October. Resolution 518. The Chamber of Commerce and the Agents of vessels should be addressed as proposed by the Docks Superintendent.

True Excerpt.
F. G. DUMAYNE, Secretary.

BOMBAY PORT TRUST,
BOMBAY, 17*th October* 1890.

To

It has been brought to the notice of the Trustees that Nitric and Sulphuric Acids, of which large quantities are brought to this port, are sometimes stowed in the bunker or reserved hatches or other places near the boilers of vessels, where the heat causing the Acids to expand greatly in volume produces an increase of pressure in the jars, and on being handled the vibration set up, together with the moving of the liquid, causes the jars to burst.

The men employed in unloading the Acids, therefore, run considerable risk of injury, and on the 19th September four men received such serious injuries from the bursting of the jars contained in a case they were handling in the hold of a vessel that three of them are now lying dangerously ill in hospital.

It is necessary for the prevention of such accidents that care should be taken in loading Acids not to stow them in a hot part of a vessel, and I am directed to request that you will bring this matter prominently to the notice of Owners and Agents of vessels at the Home ports.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 24*th October* 1890.

The SECRETARY, Bombay Port Trust.

SIR,—I beg to acknowledge receipt of your letter of the 22nd instant, with accompaniments, and in reply to say that my Committee have addressed the Chambers of Commerce in England with a view to putting a stop to the present practice of stowing nitric and sulphuric acids in the bunker or reserve hatches near or against the boilers of steamers.—I have, &c.,

J. L. SYMONS, Deputy Chairman.

BOMBAY CHAMBER OF COMMERCE, *24th October* 1890.

The SECRETARY, CHAMBER of COMMERCE, Liverpool.

DEAR SIR,—I beg to wait upon you with the accompanying copy of a circular letter addressed by the Trustees of the Port of Bombay to the local agents of steamer companies, and to say that my Committee will be glad if your Chamber will use its influence with the owners and agents of vessels at the home ports, with a view to stopping the present practice of stowing nitric and sulphuric acids in the bunker or reserve hatches near the boilers of vessels where the acids are heated and are liable to burst the jars when being discharged at Bombay, causing serious injury to the men who may be handling them.—I have, &c.,

J. L. SYMONS, Deputy Chairman.

Similar letter to

The SECRETARY CHAMBER of COMMERCE, Glasgow, London, Cardiff, Hull.

INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,

LIVERPOOL, *18th November* 1890.

To the DEPUTY CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I duly received your letter of the 24th October, enclosing circular letter relating to the stowage of nitric and sulphuric acids.

A copy of the circular has been sent to the Liverpool Steamship Owners Association and to the Press.

The Association has been asked to communicate the contents of the circular to Members.—I have, &c.,

THOMAS H. BARKER, Secretary.

APPENDIX HH.

CHARGE FOR WATER SUPPLIED TO THE SHIPPING AT THE DOCKS.

BOMBAY STEAM NAVIGATION COMPANY,
BOMBAY, 14*th June* 1890.

The CHAIRMAN, CHAMBER of COMMERCE.

SIR,—We beg to enclose you copies of petition to Government regarding the exhorbitant surcharge made by the Trustees for the water supplied to the shipping at the Docks and to ask for the support of the Chamber in trying to obtain a reduction.—We are, &c.,

SHEPHERD & Co.

To the Right Honorable GEORGE ROBERT CANNING HARRIS, BARON HARRIS, G.C.I.E., &c., Governor in Council, Bombay.

The Humble Petition of Messrs. Shepherd and Company, Proprietors of the Bombay Steam Navigation Company,

SHEWETH,

1. Your Petitioners are the owners of a line of coasting steam-ships plying between Bombay and all the coast ports of the Presidency.

2. Your Petitioners' said steam-ships have been established since the year 1865, and from that date to the year 1885 they were berthed at the Carnac Bunder and obtained the water required by them direct from the mains of the Municipality at the rate of 4 annas per ton up to the year 1875, and thereafter at the reduced rate of 3 annas per ton.

3. In the year 1885, the Carnac Bunder was closed to your Petitioners and their steamers directed to be berthed at Modi Bunder, a Bunder three hundred feet or thereabouts further to the South. At the time of such removal there was no supply pipe at Modi Bunder, and your Petitioners accordingly applied to the Port Trust for permission to make the necessary connection through their property to the Municipal main in the Frere Road. Such permission was granted by the Trustees, and your Petitioners accordingly purchased 1,400 feet of piping, being the quantity required to make such connection, and stacked it upon the grounds. Such permission, however, was withdrawn before your Petitioners had time to lay the the said pipes, but subsequently the Port Trustees made the connection at their own cost, and permitted your Petitioners to make the required connection with the Port Trust main instead of the main of the Municipality, charging your Petitioners a nominal fee for such connection. Your Petitioners have since continued to draw the water required by them at the said Bunder through a meter at the Municipal rate of 3 annas per ton.

4. In December 1889, it became necessary for your Petitioners' steam-ships to make use of the outer quay wall at the Prince's Dock, some 3,000 feet to the north of the Modi Bunder, and they then

applied to the Port Trustees to be allowed to make a similar connection there to that made by them at Modi Bunder. To this the Port Trustees objected on the ground that they charged all vessels requiring water at the Prince's Dock 12 annas per ton, and they could make no exception in favour of your Petitioners.

5. Your Petitioners would point out that the said charge of 12 annas per ton gives the the Port Trustees a profit of 300 per cent. upon all water supplied by them, thus subjecting the shipping industry to a heavy tax, while the railways, mills and all other industries in Bombay requiring a supply of water are supplied with the same at 3 annas per ton.

6. Your Petitioners are not aware under what authority the Port Trustees make this exhorbitant charge, as it would not appear they are authorised to do so by the provisions of the Bombay Trust Act,1879. Nor is this item provided for in the schedules of charges sanctioned by Government under section 43 of the said Act. However in any event your Petitioners submit it is inequitable to permit the Port Trust to make a profit out of the Municipality at the expense of the shipping, who have no option but to obtain their water supply from the Dock authorities.

7. Your Petitioners submit that so high a charge for water is impolitic, even supposing that the object of the Port Trust is to supply it solely as a means of obtaining revenue and not in order to benefit the shipping interest of the Port. As is amply demonstrated in the Bombay Port Trust Administration Report for 1889, where, at page 118, para. 45 of the Dock Superintendent's Report, he states :—

"The collections made for water to shipping in the Docks require some explanation. The rate was reduced on the 1st April 1888, from Re. 1 to 12 annas per ton, but instead of the collections being less they have actually increased from Rs. 21,652, in 1887-88 to Rs. 26,244 in 1888-89, showing that a very much larger quantity of water has in 1888-89 been consumed by vessels in proportion to their number than in the previous year. The consumption by 499 vessels in 1887-88 was 21,652 tons and by 577 vessels in 1888-89 was 35,297 tons."

Thus a reduction of 25 per cent. increased the average consumption per ship from 43 tons to 61 tons, and gave the Port Trust an increased revenue of Rs. 4,592. A further reduction, your Petitioners submit, to the general shipping would be attended with a similar result.

8. Your Petitioners, however, submit that, looking at the following facts, they may fairly claim to be put on a different category to shipowners whose vessels enter the port perhaps half-a-dozen times a year at most. They are required to provide water gratuitously to all their passengers and labourers, which necessitates a very large supply being taken, as does the use of fresh water required for the boilers owing to the high pressure of steam now used. Some idea of the quantity of water used by your Petitioners can be gathered from the fact that between the 15th December and the end of May last your Petitioners drew from the Prince's Dock alone 4,004 tons of water for which the Port Trustees charge Rs. 3,003, giving them a profit of Rs. 2,224-4-0. In addition to which, your Petitioners obtained an equal quantity at Modi Bunder, thus showing their requirements to average nearly 1,400 tons per mensem.

9. As a matter of fact, your Petitioners do not receive the whole quantity paid for, as it is supplied through a canvas hose, the leakage from which considerably lessens the amount actually received, although the Trustees charge for the water as registered at a meter before it passes into the hose.

10. The Peninsular and Oriental Steam Navigation Company and the British India Steam Navigation Company have connections at their docks with the Municipal main, and draw all the water required by them at the rate of 3 annas per ton.

11. Your Petitioners are quite willing to make connections themselves with the Port Trust main as at Modi Bunder, or to lay pipes connecting with the Municipal main if allowed to do so, provided they are allowed to draw their water at the Municipal rates.

The cost of your Petitioners' small establishment and accessories at Modi Bunder for obtaining their supply at that Bunder does not exceed 10 per cent. on the cost of the water they draw, and did they draw double or quodruple the quantity, the cost would be reduced in proportion to the excess drawn.

12. Your Petitioners have applied to the Port Trustees to be supplied with water at the Dock Harbour wall on the same terms as at Modi Bunder, but such application was refused.

Your Petitioners therefore pray—

(*a*) That they may be supplied with water at the Dock Harbour walls on the same terms as at Modi Bunder, *i.e.*, at the Municipal rate of 3 annas per ton.

(*b*) That for this purpose they may be allowed to make their own connection with the Port Trust or Municipal main.

(*c*) That in any event the Trustees be restricted to making a maximum charge of 3½ annas per ton.

BOMBAY, 13*th June* 1890.

BOMBAY CHAMBER OF COMMERCE, 1*st August* 1890.

Messrs. SHEPHERD and COMPANY, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter of the 14th June, covering copy of a petition to Government regarding the charges for water supplied to the shipping at the Docks, in regard to which you requested the support of the Chamber.

Pending the consideration of the matter by the Port Trustees, my Committee refrained from taking any action respecting your petition, and they now learn through their representatives on the Trust that a reduction of something like 25 per cent. has been made in the charges. This, the Committee hope, may prove satisfactory to you.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX II.

PROPOSED CONSTRUCTION OF A CUSTOM HOUSE AT THE PRINCE'S AND VICTORIA DOCKS.

No. C. S. 166 of 1890.

From J. Monteath, Esq., C.S., Acting Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Bombay Custom House, 29*th October* 1890.

Sir,—As the construction of a Branch Custom House at Prince's and Victoria Docks is imminent, it has occurred to me that it would now probably be convenient to the mercantile community to have all the procedure required by law for the entry inwards and outwards of vessels and for the import and export of goods carried out at the Docks. At present bills of entry and shipping bills have to be presented to the Import and Export Departments at the Custom House and then taken to the Docks Office if the vessels are in the Docks. In the case of import of dutiable goods the bills of entry have after completion to be brought back to the Custom House for preparation of duty bills and payment of duty and again taken to the Docks before the goods are cleared. If the Import and Export Departments were transferred to the Docks all these transactions would be carried out in one building, and as the shipping trade is now practically concentrated at the Docks I am inclined to think that the transfer of the Import and Export Departments to the Docks Custom House would be convenient to the mercantile community. Before, however, making a suggestion to this effect for the consideration of Government, I should be glad to be favoured with the views of the Chamber of Commerce on the point. I think that it is possible that sufficient accommodation for the purpose can be provided in the building about to be constructed, but the preparation of final plans awaits settlement of the question what accommodation is needed.—I have, &c.,

J. MONTEATH,
Acting Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 6*th November* 1890.

The Members of the Bombay Chamber of Commerce.

Gentlemen,—I beg to circulate the accompanying letter received from the Collector of Land Revenue, Customs and Opium, regarding the proposed removal of the Custom House to the Prince's and Victoria Docks, and to say that the Committee will be glad to be favored with the views of members of the Chamber on the subject.—I have, &c.,

L. R. W. FORREST, Chairman.

We understand that it is proposed to transfer the *entire* Custom House to the Docks, and such a change would be most incovenient to us, and we believe to all other merchants having offices in the Fort.

At the same time it would be often a great convenience if there was a Branch Custom House at the Docks, and we hope the Committee will address the Commissioner on the subject.

KILLICK, NIXON & Co.

We quite agree that it would be most inconvenient to transfer the entire Custom House to the Docks. All business connected with the inward and outward working of steamers is at present done at the Town Custom House, and it would be a great inconvenience to us as steamer agents if we had to go to the Docks for this business.

As regards import business the existing arrangerment at the Docks with a branch customs establishment under an Assistant Collector, works well, and we have no wish for any change.

W. & A. GRAHAM & Co.

We agree with Messrs. W. & A. GRAHAM & Co.

BENN, ASHLEY & Co.

We agree with the above.

p.p. MACKINNON, MACKENZIE & Co.
RANALD MACDONALD.

We agree with the above.

p.p. VOLKART BROS.
L. AEPPLI.

We agree with the above.

EWART, LATHAM & Co.

We agree with Messrs. W. & A. GRAHAM & Co.

RITCHIE, STEUART & Co.

We disagree entirely with the preceding views. The suggestion of the Acting Collector of Customs for the removal of the *entire* Customs Establishment to the Victoria and Prince's Docks is in our opinion highly desirable, and a step in the right direction. It surely stands to reason that being able to enter steamers, and all papers connected with them, and with the Import and Export of all descriptions of cargo close to where the work is done is the proper place for such work, and must save time and trouble. We hope that Government will approve of the Acting Collector's views and order them to be carried out.

p.p. EDWARD BATES & Co.
JAMES DICKSON.

We agree with Messrs. KILLICK, NIXON & Co.

W. R. MACDONELL,
Managing Director, Bombay Co., Ld.

We agree with Messrs. KILLICK, NIXON & Co.

SIR CHARLES FORBES & Co.

We agree with Messrs. KILLICK, NIXON & Co.

GADDUM, BYTHELL & Co.
GLADE & Co.
A. BLASCHECK & Co.

We agree with Messrs. W. & A. GRAHAM & Co.

p.p. KERR, TARRUCK & Co.
J. ELLINGER.

We agree with Messrs. W. & A. GRAHAM & Co.

p.p. N. P. NATHAN'S SONS.
C. H. ROSS.

We agree with Messrs. W. & A. GRAHAM & Co.

p.p. C. MACDONALD & Co.
J. W. BROWN.

For all general purposes, I think the Custom House must be near the offices. A Branch at the Docks will do very well.

J. L. SYMONS.
FINLAY, MUIR & Co.

We agree with Messrs. W. & A. GRAHAM & Co.

E. D. SASSOON & Co.

I agree with the remarks of Messrs. KILLICK, NIXON & Co. and Messrs. GRAHAM & Co.

H. W. ULOTH,
Superintendent, P. & O. S. N. Co.

We agree with Messrs. KILLICK, NIXON & Co.

VICTOR MURRAY,
Manager, South British Fire and Marine
Insurance Co., of New Zealand.

We agree with Messrs. KILLICK, NIXON & Co.

p.p. TOD DURANT & Co.
ALEX. M. TOD.

We are of the opinion that there would be a great saving in time if the entire Custom House was at the Docks.

OWEN & OKELL.

We are of the opinion that there would be a great saving in time if the entire Custom House was at the Docks.

RICHARDSON & CRUDDAS.

We agree with Messrs. W. & A. GRAHAM & Co. Custom House should be near the offices.

p.p. JOHN FLEMING & Co.
F. W. SHAW.

We agree with Messrs. W. & A. GRAHAM & Co. Custom House should be near the offices.

ERNSTHAUSEN & Co.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

ALDRIDGE, SALMON & Co.
E. SPINNER & Co.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

C. H. B. FORBES & Co.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

J. JANNI,
Austro-Hungarian Lloyd's S. N. Co.

It is immaterial to us whether the suggested removal is effected or not.

p.p. RALLI BROTHERS.
A. PALLIS.

We agree with Messrs. GRAHAM & Co.

DAVID SASSOON & Co.

We agree with Messrs. KILLICK, NIXON & Co.

LYON & Co.

We agree with Messrs. KILLICK, NIXON & Co.

FRAMJEE, SANDS & Co.

We agree with Messrs. KILLICK, NIXON & Co.

F. SAUQUET & Co.
GREAVES, COTTON & Co.

Our views coincide with those of Messrs. W. & A. GRAHAM & Co. as far as the Import business is concerned.

HERFORD & TOMKINSON.

We agree with Messrs. KILLICK, NIXON & Co.

p.p. THO. G. HILL & Co.
G. CRAIK MACKAY.

I think centralisation should be the object to be attained. We agree with Messrs. Ed. Bates & Co.

F. A. PREVOST,
Secretary, Standard Life Office.

We agree with Messrs. KILLICK, NIXON & Co.

T. W. CUFFE,
King, King & Co.

We agree with Messrs. KILLICK, NIXON & Co.

F. BOZZONI,
Agent, Rubattino S. N. Co.

We agree with Messrs. KILLICK, NIXON & Co.

GEORGE LOCKHART & Co.

We agree with Messrs. EDWARD BATES & Co.

SALLUGRAM KHUNNAH & Co.

We agree with Messrs. KILLICK, NIXON & Co.

BREUL & Co.

We agree with Messrs. KILLICK, NIXON & Co.

NARANDAS RAJARAM & Co.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

JOHN STIVEN,
Agent, Chartered Bank of India, Australia and China.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

DAVID JACKSON,
Agent, Hongkong and Shanghai Banking Corporation.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

E. C. MONOD.
Manager, Comptoir National D' Escompte de Paris.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

A. F. SIMPSON,
Manager, New Oriental Bank Corporation.

We agrre with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

J. GREENWOOD,
Manager, Agra Bank.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

H. CHALMERS,
Manager, National Bank.

We agree with Messrs. KILLICK, NIXON & Co. and Messrs. W. & A. GRAHAM & Co.

J. FACHIRI.

BOMBAY CHAMBER OF COMMERCE, *27th November* 1890.

J. MONTEATH, Esq., C.S., Acting Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. C. S. 166 of the 29th October 1890, in which you ask for the views of the Bombay Chamber of Commerce respecting the proposed construction of a Custom House at the Prince's and Victoria Docks.

2. The Committee of the Chamber acknowledge, with many thanks, the consideration which you have shown towards the convenience and interests of the mercantile community of Bombay in offering to suggest to Government the transfer of the Custom House to the Prince's and Victoria Docks, should it be generally required. The Committee have circulated your letter among the members of the Chamber engaged in the trade of this port, and out of 52 firms, who were consulted, 46 agree with the Committee in thinking that it would cause considerable inconvenience, and very often great delay, if the Custom House were entirely removed from its present position. Customs manifests, passes and shipping documents generally are made out in the merchants' offices in the Fort, and the staff occupied in preparing them and in passing them through the Custom House are also often engaged in other office work; and if the proposed transfer were effected, a large number of firms would be obliged to keep special establishments at the Docks.

3. My Committee, however, think that it would be a convenience if arrangements could be made for the duty levied on dutiable goods being paid at the Docks instead of at the Fort Custom House, and they trust that you may be able to see your way to make some such arrangement. But with this single alteration, it appears to the great majority of the members of the Chamber that no other changes in the present arrangements are required.

Again thanking you for your courtesy in submitting the question to the Chamber,—I have, &c.,

L. R. W. FORREST, Chairman.

APPENDIX JJ.

PASS RULES UNDER THE SEA CUSTOMS ACT OF 1878.

No. 7309 of 1890.

Bombay Custom House, *30th September* 1890.

From J. Monteath, Esq., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—In continuation of my No. 5752 of 6th August last, I have the honour to intimate that the New General Pass Rules * will be brought into force in the Bombay Presidency on and after the 1st November next.—I have, &c.,

J. D. FRAMJEE,
Collector of Land Revenue, Customs and Opium

Revenue Department,
Bombay Castle, 1*st July* 1890.

No. 4581.—The following rules framed with the sanction of Government by the Commissioner of Customs under Section 9, clauses (*a*) and (*c*), of the Sea Customs Act, 1878, prescribing and limiting the powers, duties and procedure of Officers of Customs in respect of General Passes valid for the Ports of more than one Presidency, and in carrying out the provisions, of the Act, relating to vessels sailing under such passes are published for General information :—

Interpretation.

"Agent" includes masters and owners.

1. In these rules the word "Agent" shall include masters and owners.

Notified Ports.

The words "Notified Port" mean any foreign port regarding which it has been notified under Section 13 of the Sea Customs Act, VIII. of 1878, that all goods imported from or exported to the same shall be treated as goods imported from or exported to Customs Ports.

---

* Under the Sea Customs Act.

Foreign Ports. The words "Foreign Port" shall include all foreign ports whether on the Continent of India or not, except those regarding which a notification has been issued as above.

Dutiable goods. The words "Dutiable cargo or dutiable goods" shall be held to mean—

(*a*) All goods shipped from foreign ports for Customs ports or notified ports, whether transhipped at any Customs or notified port or not ;

(*b*) All goods specified in schedules 2 and 3 of the Tariff Act, XI. of 1882, whether shipped from or to foreign ports or Customs ports or notified ports ;

(*c*) All goods exported under claim for drawback or under bond for duty of Customs or Excise ;

(*d*) All goods the importation or exportation of which is prohibited or restricted under Section 18 of the Sea Customs Act, or any other law for the time being in force.

Free goods. The words "Free cargo or free goods" shall be held to mean all goods which do not fall within the above definition of dutiable.

General.

Scope of rules. 2. The conditions on which every general pass issued for a coasting steam vessel shall be granted, and the powers, duties and procedure of officers of Customs relating to vessels sailing under a general pass, shall be as hereinafter set forth.

Issue of General Pass. 3. (*a*) Every general pass issued in the Bombay Presidency for a coasting steam vessel shall be granted by the Collector of Customs, Bombay, under his own signature.

Its form. (*b*) It shall be in the from prescribed in Appendix A.

The terms of its validity. (*c*) It shall be terminable on the 31st July in each year, and shall be renewable by endorsement on application to the Collector of Customs.

Its extent. (*d*) It shall be stated on the face of every general pass whether it is valid—

(1) For certain specified ports only ; or

(2) For all Customs ports and notified ports throughout India.

Its custody. (*e*) The pass shall remain in charge of the Commander or other responsible officer of the vessel for which it is granted.

Pass to be kept in conspicuous place and delivered on demand. (*f*) It shall be kept posted up in a conspicuous place on board, and shall be shown to any Customs officer on demand.

(*g*) A copy of these rules shall be furnished with each pass for the use of the ship to which it relates.

Copy of rules to be furnished therewith.

(*h*) The Agents or owners may choose at their option at which presidency the pass shall be taken out.

Pass where obtainable.

(*i*) The granting of a general pass shall not relieve the Agents of a vessel from any such provisions of the Customs Act, or of any rules for the time being in force under that Act, or of any such law for the time being in force as may be applicable to them.

Effect of General Pass:

(*j*) By applying for a general pass the Agents of a vessel bind themselves, should a pass be granted, to be responsible :

Obligations it imposes.

(1) That all port and light dues shall be paid and all duties short levied or refunds or drawbacks erroneously disbursed in consequence of errors or omissions in the cargo books, manifests or other documents they are required to keep or put in, shall be made good on demand ; and further,

(2) That they shall deposit with the Collector of Customs a sum in cash or Government promissory notes amounting to Rs. 500 for each vessel, but not more than Rs. 3,000 for any one company's line, and shall give him a general authority to recover from the said deposit all sums adjudged to be due from them, whether as dues, duties, recoveries, fees or penalties in respect of the vessel for which the pass is granted, or of any other vessel or vessels belonging to the same owners and also sailing under a general pass.

Nothing in this condition, however, shall be held to prejudice their right to appeal as provided by Section 188 of the Sea Customs Act, VIII. of 1878, in any case in which they may consider themselves aggrieved by the Collector's decision.

4. (*a*) A Cargo book in the form B should be kept on board every steamer sailing under a general pass. The said Cargo book shall be kept in accordance with the requirements of Section 165 of the Sea Customs Act, VIII. of 1878, and shall further show separately the dutiable and free cargo received at each port for each port, whether Customs or foreign. Cargo received for transhipment shall be shown as for the port at which transhipment is to take place, but the port of ultimate destination shall also be given.

Form of Cargo book to be kept.

(*b*) The keeping of the said Cargo book shall not be held to dispense with the presentation of manifests, except in so far as may be hereinafter provided.

Not to dispense with Manifest.

The Agents shall be at liberty to add to the form prescribed any columns they may require to adapt it to their own purposes.

5. No general pass shall be held to exempt the Agents or masters of vessels sailing under a general pass from payment of any fees for special services or from any restrictions as to lading or discharge of dangerous goods imposed upon them by the rules of any port at which the pass is valid.

General Pass not to exempt from fees or special restrictions.

Lading and Clearance.

6. At all intermediate ports vessels sailing under a general pass may be entered outwards and shipping bills granted in anticipation of arrival. At final ports the special permission in writing of the Collector will be required.

Except at final ports entry outwards and Shipping Bills granted in anticipation of arrival.

7. No goods except transhipment goods and passangers' baggage shall be received on board without a shipping bill. All shipping bills shall be in English; and at ports where there are no facilities for their preparation in that language, the Agents of the vesssel shall be bound to provide for this requirement. Shipping bills shall be in the annexed form C. For free goods they shall be prepared in duplicate, printed in black and blue. For dutiable goods they shall be in triplicate, printed in black, blue and red, with the word "dutiable" printed across in large type in red ink.

Shipping Bills in English required except for transhipment and passengers' baggage.

8. Free cargo may be shipped at any time, day or night, except on Sundays or holidays, without special permission or supervision: provided that no goods shall be shipped at night without supervision except such as have been water-borne for shipment during ordinary working hours.

Shipment of Free Cargo.

9. Dutiable goods shall not be shipped except under Customs supervision. The original shipping bill shall be filed at the Customs House, and the duplicate shall accompany the goods on board. The triplicate shall be retained by the officer supervising the shipment, either at the wharf or on board, who, after endorsing upon it the particulars of the goods actually received on board, shall return to the Customs House for use in checking the vessel's export general manifest, as provided below.

10. The Agents shall cause the endorsements so made upon such triplicates to be copied on the duplicate shipping bills for dutiable goods, and shall also be responsible that the particulars of the free goods actually received on board are endorsed on the duplicate shipping bills relating thereto. Those for dutiable goods shall accompany the vessel; those for free goods shall be retained by the Agents for presentation with the export manifest.

Endorsements on duplicates.

11. Port clearance must be applied for during office hours, unless otherwise directed by the Chief Customs Officer, and at least four hours before the departure of the vessel, and must be sent on board before she actually laeves the port.

Application for Port Clearance.

12. The export manifest shall be in the same form as is prescribed for the Cargo book by Rule 4. It must be put in by the Agents within five clear working days from the date of sailing, and must be accompanied by a duplicate prepared in separate parts one for each port for which goods have been shipped, and by the duplicate shipping bills for free goods endorsed with particulars of actual shipments as required by Rule 10.

Export Manifest when to be put in.

13. After the original and duplicate have been compared and checked with the triplicate shipping bills for dutiable goods, and the duplicate shipping bills for free goods, the different parts of the duplicate manifest shall be sent by post, together with the corresponding duplicate or triplicate shipping bills, as the case may be, to the Customs Collector at the ports to which they respectively relate, and the original export manifests shall be retained for use in conjunction with the original shipping bills in recording export statistics.

Duties of Customs officers in respect of Shipping Bills, Manifests, &c.

Entry and Discharge.

14. Within 24 hours after arrival in any Customs port, final or intermediate, a duly authenticated extract from the Cargo book kept on board as required by Rule 4, showing all cargo, free or dutiable, to be discharged, whether for landing or transhipment at that port, shall be presented at the Customs House, together with the duplicate shipping bills referred to in Rule 9 for all dutiable cargo comprised in the extract which may have been shipped at Customs ports.

Extract from Cargo book to be presented on Customs House.

NOTE.—The form of the extract may be modified by the substitution of columns for record of presentation of bill of entry and final clearance of dutiable goods, for columns 7 and onward in the form of Cargo book.

15. At ports where the cargo is to be discharged direct on to a wharf, a duplicate of the extract from the Cargo book shall be furnished for use in checking the cargo as it is landed. When the cargo has to be discharged into boats, the duplicate copy may be dispensed with, but a boat note showing clearly all particulars necessary to the identification of the packages, and signed by a responsible officer of the ship, shall accompany each boat load ashore:

Extracts from Cargo book or boat notes to be furnished for checking discharge of Cargo.

Provided that the ports of call where the extract from the Cargo book to be put in under Rule 14 or a list of the cargo is handed to the Customs officer on board, or accompanies the goods ashore, no boat notes or duplicate extract from the cargo book need be insisted upon.

16. At ports in the Lower Provinces of Bengal and at ports in the Madras Presidency (the chief port of Madras excepted) discharge may be commenced as soon as the vessel drops anchor, when free cargo may be landed at any time, day or night, without special permission or supervision, but no

Conditions as to discharge at certain ports in Bengal and Madras.

cargo from any foreign port and no cargo from any Customs port, which was transhipped from a foreign port, shall be discharged except under the written authority of the proper officer of Customs.

17. At ports in the Bombay Presidency discharge may be commenced as soon as the vessel drops anchor, and cargo, whether dutiable or free, may be landed at any time, day or night, except on Sundays and holidays, without special permission or supervision, except in respect of work at wharves where supervision may be necessary out of hours: provided that the Agents shall be responsible that dutiable cargo shall be covered by separate boat notes or lists if the cargo is discharged by boat and stacked separately on the wharf, and that it shall only be delivered on production of bills of entry duly passed by the Customs Department, and on payment of any duty that may be due upon them.

In the Bombay Presidency.

18. These bills of entry shall be in the usual form for goods imported by foreign-going vessels, and shall be granted upon the extract from the Cargo book filed at the Customs House as required by Rule 14, after check, if the goods are said to have come from a Customs port, with the shipping bills filed with the extract.

Bills of Entry.

NOTE.—*See* note to Rule 14.

19. At the ports of Madras, subject to the right of the Master Attendant to regulate the boat traffic on considerations of weather, goods may be landed on the beach or at the pier at any hour between 6 a.m. and 6 p.m. or sunrise and sunset, but not afterwards, unless the cargo boats have left the ship's side by 6 o'clock p.m., in which case they shall be entitled to discharge at the pier up to 6 p.m. on Sundays and holidays as well as on ordinary work days. The Collector of Sea Customs may, at his discretion, extend the time for the landing of goods on good cause for granting the extension being shown. The regulated fees must be paid to the subordinates of the Customs and Marine Departments in accordance with the prescribed rules in consideration of the extra labour entailed, whenever they are called upon to work overtime or on Sundays and holidays under the orders of the officer in charge of the Customs House.

At Port of Madras.

20. Except at ports in the Lower Provinces of Bengal free cargo may be removed by the owners as soon as it has been checked off on the extract from the Cargo book furnished for the purpose, or Cargo list, or boat notes, as contemplated in Rule 15; when the cargo has not been checked off on the original extract from the Cargo book, the Cargo list, duplicate extract or boat notes used for the purpose, as the case may be, shall be retained for subsequent comparison with the original extract from the Cargo book.

21. The Agents of the vessel shall be bound to account, on being called upon to do so, for all discrepancies both as to free and as to dutiable cargo, and to make all amendments necessary to secure the correctness of the documents put in by them.

Agents to account for discrepancies.

22. The Agents shall further be bound to undertake that when the vessel touches at any foreign port in the course of any coasting voyage, a certificate under the signature of the Chief Officer of Customs at such port shall be despatched within 24 hours of her departure to the Customs Collecter of every Customs port for which she has taken in cargo at such foreign port, giving number and description of packages, numbers and marks they bear, and a general description of their contents.

Agents to arrange for despatch certificates from Foreign Ports as to shipments,

They shall also be bound to furnish to the Chief Customs Officer of any Customs port from which any goods may have been shipped under bond for Customs or Excise duty or under claim for drawback, for any foreign port, a certificate from the Chief Customs Officer of the said foreign port showing particulars of discharge of such goods.

and as to discharge of goods under bond or on drawback.

Conditions as to Transhipment applicalle to all Ports elsewhere than in the Lower Provinces of Bengal.

23. All transhipment cargo to be discharged or received by a vessel sailing under a general pass shall be separately enterd as such in the Cargo book of such vessel, and in the extract from the Cargo book, or the Export General Manifest to be put in under Rule 14 or 12 respectively, as the case may be.

Seperate entry for Transhipment.

24. The particulars of all cargo discharged for transhipment shall be entered by the Customs officer on board the discharging vessel, or if there be no Customs officer, then by a responsible officer of the ship in a boat note or boat notes with counterfoils, and no such cargo shall be received on board without a boat note, which shall be endorsed by the receiving officer in the same manner as a shipping bill.

Discharge of Transhipment goods to be entered on boat notes with counterfoils.

Separate boat notes shall be given for free and dutiable goods respectively, those for the latter being rendered readily distinguishable by having the word "dutiable" printed across the face in large type in red ink.

Free and dutiable goods.

25. The counterfoils shall be sent to the Customs House before the vessel sails, and shall be afterwards checked with the inward extract from the Cargo book, put in by the discharging ship under Rule 14, and if the goods are from a Customs port or Indian foreign port, with the export manifest and shipping bills, or the certificate of shipment, received from such port as provided by Rules 12 and 22.

Counterfoils how to be dealt with.

26. The boat notes shall also be sent ashore and shall be presented by the Agents of the receiving ship in support of the Export General Manifest to be put in by them after the vessel's departure, as provided by Rule 12. If the goods covered by them or for a Customs port, they shall, after the Export General Manifest has been checked, be forwarded as accompaniments with the duplicate manifest to the port of destination. If the goods have been shipped at a Customs port, the shipping bills relating to them, received from the port of shipment, shall be sent on with the boat notes and the duplicate of the export manifest to the port of destination.

Boat notes to be presented by Agents.

27. Free goods may be transhipped as above without supervision. Dutiable goods shall not be transhipped unless otherwise directed by special order in writing, except in the presence of an officer of Customs, who shall fill in the boat notes and counterfoils required by Rule 24.

Supervision and order necessary to transhipment of dutiable goods.

28. If any cargo on which duty has to be recovered at the port of discharge shall have been transhipped for any Customs port, the master of the receiving vessel shall, before he sails, present to the Customs officer on board a list in duplicate of all such cargo received by him for each such port. The Customs officer after verifying the lists shall retain one copy and return the other to the master for presentation on arrival to the Customs authorities at the port of destination.

Lists of transhipped goods by receiving vessel.

In the case of dutiable transhipment goods from a Customs port the duplicate shipping bills brought on by the discharging vessel shall be transferred to the master of the receiving vessel with the copy of the transhipment list of goods on which duty is to be recovered, for presentation at the Customs port of discharge.

29. Transhipments of dutiable goods from foreign-going vessels shall be subject to general rules as to liability to fees and necessity for tranship-permits before transhipment is allowed.

30. The foregoing conditions 23 to 29 are not applicable to ports in the Lower Provinces of Bengal. At those ports goods for transhipment shall be subject to the following conditions :—

Transhipment rules in Lower Provinces of Bengal.

Notification by the Government of Bengal, dated 26th November 1883.

"1. Applications for the transhipment of free goods should be presented to the proper officer of Customs before 3 p.m., and such goods will be allowed transhipment under the pass issued, without any charge.

"2. Applications for the transhipment of dutiable goods should be presented to the proper officer of Customs before 3 p.m., on the day prior to that on which the transhipment is required, accompanied by

the fees payable under Section 133 of the Act, on the following scale for the Port of Calcutta :—

For each transhipment between the hours of 8 a.m. and 5 p.m.—

	Rs.	a.	p.
On packages not exceeding 50 in number, each... ...	0	4	0
On every ten or less than ten packages in excess of 50..	1	0	0

"3. When transhipments of dutiable goods are not completed, before 5 p.m., an additional fee of Rs. 4 will be charged.

"4. Chittagong.—The transhipment fees payable on dutiable goods are as follow :—

	Rs.	a.	p.	
For single packages.	0	8	0	per package.
For goods in bulk.	6	4	0	per 100 maunds."

Notice by the Collector of Customs, Calcutta, dated 27th June 1882.

"Until further notice the transhipment of free goods will be allowed without the attendance of a preventive officer and without any charge. It will still, however, be necessary to obtain the permission of the Collector of Customs for transhipment under Section 128 of Act VIII. of 1878.

"2. Unless it is clearly shown by the manifest or other document produced that the goods to be transhipped are free goods, they will, for the purpose of transhipment, be treated as dutiable goods and fees charged accordingly.

"3. In the case of free goods, as soon as the transhipment is completed, the transhipper should return the pass to the Collector of Customs with an endorsement showing the number of packages transhipped, and the marks and numbers of the packages, if any, short transhipped.

"4. In the case of dutiable goods, the fees for transhipment will be the same as heretofore, with the exception that the extra fee of Rs. 4 per diem for work after the first day will not be charged so long as the regulation working hours from 8 a.m. to 5 p.m. are not exceeded.

"5. There will be a special form of transhipment pass for free goods, the present form being used for dutiable goods."

Stores.

31. No stores shall be transhipped from any foreign-going vessel to any vessel sailing under a general pass except with the permission of the proper officer of Customs.

Passengers' Baggage.

32. Pasengers' baggage may be shipped and discharged at any time without supervision or restriction except as regards baggage shipped at foreign ports. It will be the duty of the master to enter all such baggage in his Cargo book and extracts therefrom to be presented under Rule 14, and to see that no such baggage is landed out of hours at any Customs port unless it has been passed by a Customs officer on board.

APPENDIX A.

Form for General Pass.

This General Pass is granted to the s.s. of
Register No. Tons ,
belonging to under the provisions of Section 164 of the Sea Customs Act VIII. of 1878.

This Pass shall be in force until the 31st day of July 189 , inclusive, subject to the power of revocation vested in the Chief Customs Authority of this Presidency by Clause 3 of the said Section, and to the due observance by the Master, Owners or Agents, of all obligations imposed upon vessels sailing under a General Pass for the time being in force, and of all the conditions on which this Pass is granted and which are more particularly set forth in the (printed) statement thereof herewith delivered, and shall, so long as it is current, entitle the said s.s. to the benefit of all facilities provided by such rules for entry and lading, discharge and clearance at all ports for which it is valid, as specified below.

Provided that this Pass shall not be valid for any voyage or voyages which the said s.s. may make otherwise than as a regular coasting vessel during the period of its currency.

Dated,
189 .

Collector of Customs.

Extended to 31st July 189 .

Collector of Customs.

Ports for which this Pass is valid.

All Customs Ports throughout British India,

or

All Customs Ports throughout

the { Presidencies of
.....and
.....

or

Bombay,
Kárwár,
Tellicherry, *&c. (specifying them by name).*

Collector of Customs.

APPENDIX B.

Form of Cargo-book prescribed by Rule 4.

S. S. , Tons, Register No. Master
, under colors, Voyage No. , sailed from
, on the 189 , for

No. and Date of Shipping Bill or other authority for Shipment.	Marks and Number of Packages.	Descriptions of Contents.		Shipper's Name.	Consignee's Name.	Port for which shipped.	Date of		Remarks.
		Dutiable as defined in Clause 1 of the Rules.	Free as defined in Clause 1 of the Rules.				Shipment.	Delivery.	
1	2	3	4	5	6	7	8	9	10

EXPLANATIONS.

The name of each port at which cargo is shipped to be written across the form, and below it the names of each port for which cargo has been shipped with particulars of the cargo shipped to be entered.

Column 9 to be filled in when cargo is discharged.

Export General Manifest to be in the same form as the entries under each port of shipment, with the addition of such columns as may be prescribed for registration purposes by local authorities.

Import General Manifest or Extract required under Rule 14 for each port to be in the form of a collection of entries of cargo shipped for that port under the various ports of shipment headings, with the addition of such columns as the local authorities of each Presidency may prescribe for clearance or registration purposes.

Transhipment goods to be indicated by a note in the column of Remarks.

APPENDIX C.

Form of Shipping Bill.

Entry of Goods exported by from per
under colors to

1	2	3	4	5	6	7		8
						Duty recovered, if any.		
Marks.	Number and Kind of Pakages.	Description of Goods.	Weight or Quantity.	Market Rates for Value.	Market or Real value under Section XXIX. of Act VIII. of 1878.	Rate.	Amount.	Remarks for the Guidance of Customs Officer at the Port of Discharge.

Explanations.

Any additional columns or endorsement forms required for purposes of registration, check, transfer, &c., by local usage may be added under the orders of local authorities.

In shipments of free goods, columns 7 and 8 may be left blank.

An additional column may be opened for specifying the class of goods to be shipped, namely, warehouse or drawback goods, goods exported under special rule of restriction, country goods subject to duty, and country goods free of duty.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,
Chief Secretary to Government.

(Sd.) C. B. WINCHESTER,
Acting Collector of Land Revenue, Customs and Opium.

APPENDIX KK.

CLOSING OF THE TOWN BUNDER.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd October* 1890.

No. 7002.—Under the provisions of Section 205 of the Sea Customs Act VIII of 1878, it is hereby notified that, in consequence of the construction of a wet basin for the Defence Flotilla, so much of the Government Notifications specified in the margin as appoints the Town Bunder to be a wharf for the landing and shipping of particular classes of goods is cancelled, with effect from 1st November 1890.

No. 4178 of 28th June 1882, published at page 479 of the *Bombay Government Gazette*, Part I, dated 29th June 1882.

No. 8326*B* of 22nd October 1884, published at page 856 of the *Bombay Government Gazette*, Part I, dated 23rd October 1884.

By order of His Excellency the
Right Honourable the Governor in Council,
J. NUGENT, Chief Secy. to Government.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *28th November* 1890.

No. 8508.—Under the provisions of Section 205 of the Sea Customs Act VIII of 1878, it is hereby notified that, in consequence of the construction of a wet basin for the Defence Flotilla, so much of the Government Notifications specified in the margin, as appoints the Town Bunder to be a wharf for the landing and shipping of particular classes of goods is cancelled, with effect from 8th December 1890.

No. 4178 of 28th June 1882, published at page 479 of the *Bombay Government Gazette*, Part I, dated 29th June 1882.

No. 8326B of 22nd October 1884, published at page 856 of the *Bombay Government Gazette*, Part I, dated 23rd October 1884.

By order of His Excellency the
Right Honourable the Governor in Council,
J. NUGENT, Cheif Secy. to Government.

NOTICE.

BOMBAY CUSTOM HOUSE, *3rd December* 1890.

With reference to Notification No. 8508, dated 28th November 1890, published at page 1195 of the *Bombay Government Gazette*, Extraordinary, Part I, it is intimated that all classes of goods heretofore landed or shipped at the Town Bunder, may be landed or shipped at Carnac or Mody Bunder, as authorized in Government Notifications Nos. 2753 and 8326 of 17th May 1881 and 22nd October 1884, respectvely.

J. MONTEATH,
Collector of Land Revenue, Customs, and Opium.

APPENDIX LL.

IMPORTATION OF ADULTERATED TURPENTINE INTO BOMBAY.

No. 680 OF 1890.

BOMBAY, *8th February* 1890.

From the COMMISSIONER of CUSTOMS. SALT, OPIUM and ABKARI, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that some time ago an adulterated turpentine began to be imported into Bombay, and as there was some suspicion that the adulterant used was petroleum, a sample was sent to the Chemical Analyser to Government for analysis. That officer was of opinion that the adulterant was "a fluid not distinguishable from one coming under the definition of petroleum as defined in section 3 (1) of the Petroleum Act of 1886." He further stated that the compound "even when cooled down to a temperature of 50° Fahrenheit, catches fire and burns continuously." A subsequent report from the same officer showed the following comparison between genuine and adulterated turpentine :—

Pure Turpentine.	Adulterated Turpentine.
1. Does not catch fire and burn continuously on application of a flame in an open cup at the (then) air temperature (89° F.).	1. Does immediately take fire and burn continuously in an open cup on application of a flame at the (then) temperature of the air (89° F.).
2. Flashing-point according to Abel's close test is 89° F.	2. Flashing-point according to Abel's close test much below 40°F.
3. Flashing-point in an open cup, 98° F.	3. Flashing-point in an open cup 31° F.
4. Takes fire and burns continuously in an open cup on application of a flame 109° F.	4. Takes fire and burns continuously in an open cup on application of a flame at 57° F.

He futher informed me that he had no moral doubt the adulterant was petroleum, though it would perhaps be difficult to prove this in a court of law. There was great and further danger in the fact that the compound will not mix with water.

2. On the above grounds the Bombay Custom House ruled, under section 21 of the Sea Customs Act VIII of 1878, that duty should be paid on the adulterated compound, as it contained petroleum. The matter was then reported to this office, and it became a question whether any further precautions should be taken against the import of the article, either under Section 19 of the Customs Act or under Section 23 of the Petroleum Act of 1886.

3. I understand that turpentine is differently treated by public bodies in Bombay. While the Municipality and the B. B. and C. I.

Railway treat it as dangerous, the Port Trust and G. I. P. Railway take no special precautions with regard to it. The rules made by these bodies refer presumably to pure turpentine, and not to so highly inflammable an article as this adulterated compound has been shown to be.

4. I have no wish to interfere with any legitimate requirements of trade that might be served by the compound in question, and bearing this fact in mind, I shall be exceedingly obliged by the opinion of the Chamber as to whether any special precautions should be enforced against its import, as in the case of petroleum.—I have, &c.,

J. K. SPENCE,
Acting Commissioner of Customs.

BOMBAY CHAMBER OF COMMERCE, *5th March* 1890.

The COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 680 of the 8th ultimo, enquiring whether the Chamber considered any special precautions should be enforced against the importation into Bombay of adulterated turpentine. In reply, I am directed to say that from the information you have been good enough to place at their disposal, and also from the enquiries which they have made from people interested in the trade, the Committee do not consider that an article adulterated as you describe should be allowed to be imported, marked either as "Turpentine," "Spirits of Turpentine," or "Genuine Spirits of Turpentine;" and, further, that all turpentine adulterated in the manner described, should be marked either "Petroleum Turpentine" or "Reduced Turpentine," and special precautions should be enforced, as in the case of dangerous petroleum.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, *5th March* 1890.

The SECRETARY, Port Trust.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to forward herewith copies of the correspondence they have had with the Commissioner of Customs, Salt, Opium and Abkari, respecting the importation of adulterated turpentine.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar letter to the Agent, G. I. P. R. Company.

APPENDIX MM.

BILL TO AMEND THE EXCISE ACT, 1881, AND THE BENGAL EXCISE ACT, 1878.

No. 1804 OF 1890.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *8th March* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a letter from the Government of India, No 389, dated 3rd March 1890, together with a copy of the Bill to amend the Northern India Excise Act, 1881, and the Bengal Excise Act, 1878, and of the Statement of Objects and Reasons, and to request that you will be good enough to favour Government with the opinion of the Chamber on the provisions of the Bill by the 12th instant.—I have, &c.,

G. M. URQUHART.
Acting Under-Secretary to Government.

No. 389.

FORT WILLIAM, *3rd March* 1890.

From S. HARVEY JAMES, Esq., Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward herewith 20 copies of the papers noted on the margin * and to request that the Governor in Council will favour the Government of India in this department with an expression of his opinion on the provisions of the Bill, and with the opinions of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

* A Bill to amend the Excise Act 1881, and the Bengal Excise Act 1878, with Statement of Objects and Reasons.

2. The reply to this letter should be sent in by the 15th instant by telegram if necessary.—I have, &c.,

S. HARVEY JAMES,
Secretary to the Government of India.

A BILL TO AMEND THE EXCISE ACT, 1881, AND THE BENGAL EXCISE ACT, 1878.

Whereas it is expedient to amend the Excise Act, 1881, and the Bengal Excise Act, 1878 ; It is hereby enacted as follows :—

Title and commencement.

1. (1) This Act may be called the Excise (Malt Liquors) Act, 1890 ; and

(2) It shall come into force at once.

Excise Act, 1881.

Insertion of new section after section 7, Act XXII, 1881.

2. After section 7 of the Excise Act, 1881, the following shall be inserted, namely :—

Duty on fermented liquor.

"7A. No fermented liquor shall be removed from a brewery licensed under section 5 until—

(*a*) duty has been paid thereon at the rate for the time being leviable under the Indian Tariff Act, 1882, on like liquor imported by sea into any part of British India except Aden and Perim, or at such lower rate as the Local Government, having regard to the circumstances of the brewery or of the local area in which the brewery is situated, may from time to time prescribe, or

(*b*) a bond for such duty has been executed.

Substitution of new section for section 8, Act XXII, 1881.

3. For section 8 of the said Act the following shall be substituted, namely :—

Power to make rules as to distilleries and breweries licensed under section 5.

"8. The Chief Revenue authority may, from time to time, make rules as to—

(*a*) the granting of licenses for distilleries, stills and breweries under section 5.

(*b*) the notices to be given by the proprietor of a licensed distillery or licensed brewery when he commences and discontinues work ;

(*c*) the size and description of the stills in such distillery ;

(*d*) the storing and passing out of the spirit made in such distillery, or of the fermented liquor made in such brewery, and the contents of the passes ;

(*e*) the inspection and examination of such distillery and brewery and the warehouses connected therewith, and of the spirit or fermented liquor made and stored therein ;

(*f*) the furnishing of statements of the spirit and the stills, coppers, casks and other utensils in such distillery, or of the fermented liquor and the mashtuns, underbacks, wort-receivers, coppers, heating tanks, coolers, and collecting, fermenting and other vessels in such brewery."

Addition to Section 23 (2), Act XXII, 1881.

4. To sub-section (2) of section 23 of the said Act, as amended by Act II of 1887, the following shall be added, namely :—

"or such lower duty as the Local Government, having regard to the rate or rates of duty for the time being leviable under clause (*a*) of section 7A, may from time to time prescribe."

Amendment of clause (*b*) of Section 36, Act XXII, 1881.

5. In clause (*b*) of section 36 of the said Act the words, figure and letter, "or section 7A," shall be inserted after the word and figure "section 7"; and the words, "or any fermented liquor from a brewery," after the word distillery."

Bengal Excise Act, 1878.

Amendment of Sectoin 18, Bengal Act VII, 1878.

6. In section 18 of the Bengal Excise Act, 1878, as amended by the Act of the Governor General in Council No. IX of 1885, the words "or fermented" shall be inserted after the word "spirituous," wherever that word occurs, and the words "or brewery" after the word "distillery."

Amendment of Section 19, Bengal Act VII, 1878.

7 In section 19 of the said Act as amended by the Act of the Lieutenant-Governor of Bengal in Council No. IV of 1881, the words "or fermented" shall be inserted after the word "spirituous" in both the places where the word occurs.

Effect of two last foregoing sections on legislative authority of Bengal Council.

8. Nothing in either of the two last foregoing sections shall affect any Act passed by the Lieutenant-Governor of Bengal in Council after the commencement of this Act.

STATEMENT OF OBJECTS AND REASONS.

Hitherto, except in the Madras Presidency, no excise-duty per gallon has been levied on beer manufactured in British India. The manufacture of beer in India in large quantities and according to what may be called European methods, is of recent origin, and consequently the existing excise law in many provinces makes no provision for the levy of such duty. The quantity manufactured for sale to the public has not hitherto been large enough to render it expedient to resort to legislation to impose an excise duty. But the industry is a growing one, and it is considered that the time has now come when an excise-duty should be generally imposed.

The Bombay and Madras Excise Acts give power for the levy of such a duty. The present Bill gives similar powers for the areas to which the Bengal Act, No. VII (B. C.) of 1878, and the Northern India Excise Act, No. XXII of 1881, extend. The rate of duty imposed by the Bill is that leviable under the Tariff Act, power being reserved to reduce the rate to any lower amount.

26th February 1890. D. BARBOUR.

BOMBAY CHAMBER OF COMMERCE, 13*th March* 1890.

The ACTING UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1804 of the 8th instant, submitting, for the opinion of the Chamber of Commerce, a copy of the Bill to amend the Northern India Excise Act 1881 and the Bengal Excise Act, 1878.

In reply, I have the honor to say that the Committee of the Chamber of Commerce have no suggestions to offer regarding the proposed enactment, the provisions of which meet with their entire approval.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX NN.

SYSTEM OF STORM WARNINGS AND IMPROVED METEOROLOGICAL INTELLIGENCE.

No. 1467 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th April* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copies of a letter No. 381 C, dated 17th ultimo, and accompaniment, from the Government of India, Revenue and Agricultural Department, Meteorology, regarding the measures taken up to date in connection with the supply of storm warnings and improved meteorological intelligence to the Local Government and the mercantile community of Bombay.—I have, &c.,

G. M. URQUHART,
Acting Under-Secretary to Government.

No. 381 C.

REVENUE AND AGRICULTURAL DEPARTMENT.
Meteorology.

CALCUTTA, 17*th March* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward, for the information of His Excellency the Governor in Council, the accompanying report, prepared by the Meteorological Reporter to the Government of India, for Her Majesty's Secretary of State for India, regarding the measures taken up to date in connection with the supply of storm-warnings and improved meteorological intelligence to the Local Government and mercantile community of Bombay.

2. With reference to paragraph 2 (*c*) and paragraph 3 of Mr Eliot's letter, I am to request that the thanks of the Government of India may be conveyed to the Thakur of Bhownugger and the Nawab of Junagad for the valuable assistance rendered by them to the Meteorological Reporter to the Government of India in the establishment of observatories at Bhownugger and Verawal.—I have, &c.,

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

No. 751.

CALCUTTA, *26th February* 1890.

From JOHN ELIOT, Esq., Meteorological Reporter to the Government of India, to the SECRETARY to the GOVERNMENT of INDIA.

In reply to your No. 195 C.—Meteo., dated Calcutta, the 28th January 1890, I have the honour to submit the following report of the measures taken up to date in connection with the supply of storm warnings and improved meteorological information to the Government and mercantile community of Bombay.

2. The chief defects of the meteorological and storm-warning system in operation at Bombay at the date of your letter of 9th July 1888 referred to in the despatch of Her Majety's Secretary of State for India were as follows :—

First.—The system of storm signals was very imperfect, as it only employed one signal—the drum—at the west coast of India ports. At some of the ports it was desirable to warn the port and shipping (*e.g.*, Bombay and Kurrachee)—

(*a*) of the existence of cyclonic storms at a more or less considerable distance away in the Arabian Sea, and which ships were likely to run into if they left port on any of the usual steamer tracks from that port and which would nevertheless probably not pass over or near the port and give a gale ;

(*b*) of the existence and approach of cyclonic storms to the port which would probably or certainly give a gale or hurricane winds.

The single signal in use was almost entirely restricted to give warning of the actual approach of storms, and hence the duty of warning the shipping of distant storms was practically neglected. There was, however, some confusion, as it was not always possible to differentiate between the two. Hence the system was imperfect, the duties ill-defined, and it was not possible to work it satisfactorily.

Second.—The only information at the service of the Bombay Reporter consisted of 12 daily weather telegrams. A table giving the reduced observations, usually without any comment, was sent to the Port Officer daily about 3 p.m., and copies sent to the Bombay daily papers, one of which published them in next day's issue. The information was so limited and the method of publication so unsatisfactory, that the Chamber of Commerce had for some time previously collected

crop and rainfall information by telegrams from private agents and published it in a printed form for the use of their members at a cost of about Rs. 40 weekly during the greater part of the year.

Third.—The information used by the Bombay Reporter in connection with the storm-warning duties was not only extremely limited, but certain parts of the Bombay coast and Presidency were absoutely unrepresented on the general meteorological system. There was, for example, no observatory in the whole of the Kathiawar or Cutch coast. The only port on the whole of that coast which was warned and at which storm signals were hoisted was Bhownugger. The ports of Jaffracobad, Veraval, Mangroll, Porbandar, Dwarka and Cutch Mandvi, much frequented by native crafts during the fair season, were absolutely unprotected and unwarned, although there was not shelter for vessels at these ports in stormy weather.

The following gives a summary of what has been done up to date to remedy these defects :—

(*a*) Since the 26th May last, a daily report and chart based on weather telegrams from 40 observatories has been prepared and issued by the Bombay Reporter. The cost of the extra establishment in the Bombay office was met by a grant of Rs. 125 per mensem from the Chamber of Commerce. It is printed at the Bombay Government press at the cost of the Bombay Government. A copy of a recent issue of this report and chart is appended for transmission to the Secretary of State, if desired. The re-report during the past year was distributed from 3 to 4 p.m., or about 7 hours after the hour to which it referred. It was commenced as an experiment for one year, but it has proved so sucessful, that when I recently visited Bombay to ascertain whether it was desired that it should be continued, the Chamber of Commerce at once agreed to continue their contribution, and the Port Trust agreed to make an equal contribution of Rs. 125 per mensem, conditional upon earlier publication of the report daily. Arrangements are being made to comply with the wish of the Port Trust by the employment of additional clerks and peons, the cost to be met from their grant. Hence the report and chart will be continued on a permanent and improved basis during the present year.

(*b*) An extended system of storm signals was brought into use on and from the 1st of September 1889, after full consideration by the local authorities and the Meteorological Department as to the system best suited to local requirements. The system employs four signals, and is intended to serve the double purpose of warning the shipping of distant storms in the Arabian Sea near the usual steamer tracks and the ports of approaching storms. It is a slight modification of the system used to warn the English coasts, and is hence on its general principle familiar to the great majority of ships frequenting the ports of Bombay and Kurrachee. A copy of the storm signal notification is enclosed for the information, if desired, of the Secretary of State for India.

(c) The work of establishing new observatories is necessarily a slow one in India as it requires the visit of the Reporter to ascertain conditions of exposure, &c., and select suitable sites and can practically only be carried out in the cold weather. All has, however, been done up to the present time that could be done. A new observatory has been established at Ahmednagar as representative of a portion of the Bombay-Deccan peculiarly liable to drought. Another has been opened at the port of Veraval on the Kathiawar Coast. In this case the shed and a room for the barometer have been supplied free of cost to the Government of India by the Nawab of Junagad. The Thakur of Bhownugger has placed the local observatory at Bhownugger at my disposal so far as the registration and telegraphing of weather observations is concerned, and will in a short time open a meteorological obsevatory at Shial Bet on the South Kathiawar coast which will work in connection with the Meteorological Department and be a valuable addition. This I am informed will probably be ready in three or four months' time. I am anxious to establish a third observatory at Dwarka on the north-west coast of Kathiawar, but this will not be possible until the telegraph line has been carried there, and I am told there are political difficulties delaying this much-needed extension. Arrangements have also been made for hoisting storm signals at Veraval and Porbandar on the Kathiawar coast.

3. I recently visited the greater part of Kathiawar in order to learn its requirements, and so far as I can at present judge, it is now (with the exception of the north-west portion for which I wish to have an observatory at Dwarka) fully represented in our system. I have tried, wherever I could, to secure the co-operation of the Native Chiefs. In this connection I desire to point out that it might be desirable for the Government of India to thank the Nawab of Junagad for his liberality in providing us with excellent observatory buildings at Veraval.

4. I trust this information is suffiniently full to enable you to give the information desired by the Secretary of State for India.

No. 1465 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th April* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copies of a Memorandum No. 380 C, dated 17th ultimo, and accompaniments, from the Government of India, Revenue and Agricultural Department, Meteorology, relative to the proposals for placing the publication of the Bombay Daily Weather Report and Chart on a permanent footing.—I have, &c.,

G. M. URQUHART,
Acting Under-Secretary to Government.

No. 379 C.

REVENUE AND AGRICULTURAL DEPT.
Meteorology.

CALCUTTA, 17*th March* 1890.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, to the METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA.

SIR,—I am directed to reply as follows to your letter No. 714, dated the 24th ultimo, in which you submit proposals for placing the publication of the Bombay Daily Weather Report and Chart on a permanent footing.

2. The Government of India sanctions your utilising the united contributions, amounting to Rs. 250 per mensem, of the Bombay Port Trust and the Chamber of Commerce in the entertainment of extra establishment required for the prompter publication of the daily report and chart and additional payments to the ordinary establishment on account of Sunday work.

3. With regard to your application for an extra grant of Rs. 3,000 for telegrams, I am to say that it is now too late to make any addition to the Budget grant of your department for 1890-91, and the extra expenditure should therefore be met from the provision for telegraph charges already made. I am to add, however, that if the Budget provision under this head should later on be found to be inadequate, the Government of India will take the fact of your having applied, at the present juncture, for an increased grant of Rs. 3,000, into full consideration in dealing with any application for a supplemental grant which may be preferred by you during the course of the year.—I have, &c.,

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

No. 380 C.

Copy, with copy of letter to which it is a reply, forwarded to the Bombay Government for information.

By order,

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

No. 714.

CALCUTTA, 24*th February* 1890.

From JOHN ELIOT, Esq., M.A., Meteorological Reporter to the Government of India, to the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department.

I have the honour to inform you that I have recently visited Bombay with the object of endeavouring to place the publication of the Bombay Daily Report and Chart on a permanent footing.

2. I ascertained first of all that the Chamber of Commerce was willing to continue its present contribution of Rs. 125 per mensem, and of Rs. 28-8 per week for special crop and weather telegrams during a part of the year when they are required. I then addressed the Port Trust by letter No. 21, dated 17th January 1890 (copy of which is attached). The Port Trust replied (in letter No. 515, dated 31st January last, copy of which is also attached) that it is willing to contribute a sum of Rs. 125 a month provided certain improvements be carried out.

3. The improvements that are desired by the Port Trust, and, I may also add, by the Chamber of Commerce, are :—

1*st.*—Earlier publication of the report daily.
2*nd.*—Partial publication of the results on Sundays for the information of the Port Officer and Shipping.

During the past nine months, the report has usually been issued from the press about 3 p.m. or 3-30 p.m., and delivered between that hour and 5 p.m. The delay in the preparation and publication of the report hitherto is due to the following causes :—

1*st.*—Insufficient office establishment.
2*nd.*—Insufficient distributing establishment.
3*rd.*—The use of deferred telegrams in the majority of cases.
4*th.*—The great distance at which several of the reporting stations are from the Telegraph Offices (*i.e.*, Poona 3½ miles, Surat 2½ miles, &c.), and it is necessary either to delay the report daily in order to include the observations from these stations, or to publish it earlier without them, which would be virtually equivalent to withdrawing these observations from the list of those giving information.

The additional contribution of the Port Trust will enable the first and second of these causes of delay to be removed, as is fully detailed in paragraph 6.

4. In order to obviate the delay arising from the third cause, it is necessary that the telegrams from many of the reporting stations should be accelerated, and be sent in a higher class than at present. Mr. Hutchinson estimates that an extra grant of Rs. 139-8 per mensem will enable him to make the improvements required in this respect. As the expenditure under the head of telegrams is, however, nominal, so far as the Government of India is concerned, I think it would be desirable that an extra grant of Rs. 3,000 under the head of telegrams should be made, and I should thus be enabled to make any further small improvements in detail, or additions to the number of telegraphic stations, without having to come up and ask for sanction for an extra grant for each addition.

5. If the Government of India sanction this extra annual grant of Rs. 3,000 for telegrams, I shall have no difficulty in arranging to improve the report in the direction to the extent desired by the Port Trust, *viz.*, to accelerate its publication daily and to publish it in part on Sundays.

6. The contribution of Rs. 125 of the Chamber of Commerce has been utilised to pay the following additional establishment in the Bombay office during the past eight months, *viz.* :—

	Rs.	
1 Draftsman	60	monthly.
1 Tabulator	40	„
2 Peons	20	„

The joint contribution of the two bodies will be Rs. 250. I propose that two extra clerks should be engaged and two extra peons, and that a small allowance should be made to the permanent office in order to compensate them for their attendance at the office on Sundays (on about two out of three), and to give them a greater interest in the work than they have had hitherto. The following will be the additional staff according to this arrangement :—

	Rs.
1 Draftsman	60
1 Tabulator (able to do draftsman's duties and to replace draftsman when absent)	40
2 Tabulators, Rs. 30 each	60
4 Peons, Rs. 10 each	40
	200

And in order to compensate the permanent office staff for the additional work and enforced attendance at office on Sundays in future, the following allowances are proposed by Mr. Hutchinson :—

	Rs.
Head Clerk	25
2 Clerks, Rs. 6 each...	12
3 Clerks, Rs. 3 each...	9
2 Peons, Rs. 2 each....	4
	50
making a total of exactly... ...	250

7. I have the honour to ask that the Government will sanction this distribution of the contributions. I may add that I shall arrange that the clerks shall not only distinctly understand that the continuance of the allowance will depend totally upon whether the report is prepared in the office before an hour I shall fix, and that if delay in its preparation occurs, I shall withdraw them and employ extra clerks.

8. The fourth case of delay can at present be only mitigated by the use of urgent telegrams at such stations. It may be necessary hereafter to take up the question of the policy of removing the observatories in these cases near to the Telegraph offices.

9. The Port Trust and Chamber of Commerce are anxious the new arrangements should come into force from the 1st April 1890.

10. I have the honour therefore to ask that the Government will sanction the proposed arrangements and the extra grant of Rs. 3,000 for telegrams at as early a date as possible, in order that I may be enabled to write and explain to the Port Trust that there will be no difficulty in making the improvements they desire, and asking them to formally sanction the contribution of Rs. 125 which they state they are willing to make.

No. 21.

BOMBAY, 17*th January* 1890.

From JOHN ELIOT, Esq., M.A., Meteorological Reporter to the Government of India, to the SECRETARY to the PORT TRUST, Bombay.

I have the honour to inform the Port Trust that I have been requested by the Government of India to endeavour to place the publication of the Daily Weather Report and Chart at Bombay, commenced in May last, upon a permanent basis.

2. The Port Trust in 1888 urged upon the Government of India the necessity for the issue of a Daily Weather Report and Chart for the information of the mercantile and commercial community of Bombay. It is hence superfluous to place before the Port Trust reasons practically identical with those urged on that occasion upon the Government of India for the continuation of its publication.

3. The Government of India is desirous that the report and chart commenced temporarily in May last under Mr. Hutchinson (and which has, I believe, been found to be of considerable use by the Members of the Chamber of Commerce) should not only be established on a permanent basis, but that any further improvements suggested by the experience of the past six months should, if possible, now be effected. The Government of India will be glad to assist so far as it can in carrying out these objects.

4. The publication of the report during the present year has been mainly carried out by the liberal contribution of the Chamber of Commerce. It would not be fair to ask that body to increase its grant for further improvements, more especially as the report is utilized to a considerable extent by the Port authorities who have as yet contributed absolutely nothing towards its maintenance.

5. I am therefore desired by the Government of India, before taking up the question of the establishment of the report upon a permanent basis, to ask whether the Port Trust is prepared to contribute towards its support in future. A suitable grant from the Bombay Port Trust would enable the Bombay Meteorological Office to remedy the following defects in the present arrangements:

1*st*—There is only one draughtsman in the Bombay Meteorological Office. His chief duty is to prepare the chart for the press. If he were attacked by an illness which prevented him from attending office, it would probably not be possible to issue the chart illustrating the report during his illness. It is hence desirable, if not essential, in order to ensure the proper continuity of the report, to have another clerk who will be trained to take up the draughtsman's duties, and who would, when the latter is present at office, perform ordinary clerical duties, and when he is absent prepare the chart for the Daily Report.

2*nd*—One more tabulating clerk is absotutely essential, partly to expedite work, partly to perform work in connection with the Daily Report which is now done by a clerk on the regular establisment, and partly to replace clerks when on leave. The publication of a Daily Report makes constant

daily attendance of a certain number of clerks an absolute necessity and has restricted very considerably the leave privileges of the present staff. It is very undesirable and hardly fair that the performance of additional and important duties by the clerks of the Bombay Meteorological Office should inflict upon them the hardship of curtailing their leave privileges. If an additional clerk were appointed, as suggested, the services of the clerk on the regular establishment who would thus be released from assisting in the preparation of the Daily Report would then be available for the work in which the Port Trust is, I am confident, interested. This is the continuous collection of meteorological data respecting the Arabian Sea from ships entering the port of Bombay. Some of the reasons for this work are given in my Annual Report for the year 1888-89, para. 11, pages 6 and 7, a copy of which I beg to forward for reference if desired.

6. The following remarks will perhaps show the necessity for this work of collecting meteorological information from all vessels entering the port of Bombay being commenced without additional delay.

7. Experience has shown that the most difficult storms to forecast in connection with the Bombay Storm Signal Service are those which originate in the Bay of Bengal in October or November and cross the centre of the Peninsula. In rare cases—for example, the storm of November 1887, in which the P. & O. steamer *Peshawar* was involved—they pass across the West Ghâts into the Arabain Sea as cyclonic storms. In others, as in that of November 1888, they break up as cyclonic storms in the Deccan or Mysore but are propagated westwards as feeble and widely-diffused disturbances into the Arabian Sea, where, if conditions be favourable, they may give rise to and be followed by cyclonic storms. In other cases they approach close to the West Ghats and then re-curve and pass north and north-eastwards into the Central Provinces. What are the critical conditions which determine the passage of such storms or disturbances across the West Ghâts can at present only be surmised.

8. So far as can be judged these conditions appear to be present in the Arabian Sea. If this be the case the course of a cyclone approaching the West Ghâts from the Bay of Bengal cannot, in the absence of knowledge of the current weather in the Arabian Sea, be forecast with any certainty. Hence, under present conditions, it is not possible for the Meteorological Department to warn the West Coast, as certainly and satisfactorily as it would wish, of the course of these cyclones crossing the Peninsula in October and November. Recent experience (especially the "Vaitarna" disaster) shows that it is most desirable to utilize every means to enable earlier and more certain forecasts of this peculiar class of storms to be given. Hence the collection of information from vessels immediately after their arrival in Bombay appears to me to be of the utmost importance, as it might perhaps enable the Meteorological Department to warn properly and in ample time the course of the class of storms referred to above when approaching the West Ghats.

9. A suitable contribution from the Port Trust would hence not only enable desirable improvements to be effected in the Daily Report,

but also, if my views prove to be correct, improve the working of the Bombay Storm Signal Service. If it refuses to co-operate to the extent I suggest it will withhold from me the strongest argument I can use to obtain the sanction and assistance of the Government of India to future needful improvements in either the Daily Report or Storm Signal Service suggested by the experience either of the local authorities or of the Department itself.

10. If after considering this letter and their own former communications on this subject, the Port Trust comes to the conclusion that it will join the Chamber of Commerce in contributing towards the permanent establishment of a Daily Weather Report for the important port of Bombay, probably the simplest method of settling details and of ascertaining the improvements desired would be for Mr. Hutchinson and myself to meet the Chairmen of the Port Trust and of the Chamber of Commerce. In an informal committee of this character the details of the requirements of the two interested corporations could be settled, the allotment of the contributions arranged, and a complete scheme drawn up for submission to the full committees of the two bodies. A scheme drawn up in this manner would, I feel confident, obtain, as far as it was necessary, the sanction and assistance of the Government of India.

11. I may finally point out that if the Port Trust decline to contribute to the publication of the report and the Chamber of Commerce adopt the same policy, the result will be the certain discontinuance of the report. The only official meteorological information that would then be available to the Bombay commercial and mercantile public would be even less than it was 18 months ago in consequence of the removal of the working of the Bombay Storm Signal Service to Simla. It would be probably confined to the short press telegram despatched daily from Simla and which is not only very brief and general, but reaches Bombay too late to be of much use. I can hold out no hope whatever that the Government of India would continue the publication of the report and chart in the absence of adequate local support.

12. I have the honour to ask that the Port Trust will give me as early a reply as possible consistent with due consideration of the questions involved, in order that I may complete my tour of inspection and establish certain proposed new observatories during the present cold weather.

P.S.—It may also be as well to explain, for the information of the Trustees, that, in the event of their being able to see their way to co-operating with the Chamber of Commerce and subscribing towards the cost of the publication of the report the fact of their so subscribing would in no way be held to imply that they had abandoned the position originally taken up by them with regard to meteorological arrangements generally at Bombay.

No. 515.

BOMBAY, 31*st January* 1890.

From A. SMYTHE, Esq., Acting Secretary to the Bombay Port Trust, to the METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA.

Your letter No. 21 of 17th January has been laid before the Trustees of the Port of Bombay, and I am directed to forward the accompanying copy of their Resolution, No. 55, dated 28th instant.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay, No. 55, held on the 28th January 1890.

6. Resumed consideration of letter from the Meteorological Reporter to the Government of India, dated 17th January 1890, asking the Trustees to contribute towards the cost of publishing a Daily Report and Chart for Bombay.

Read—

Report by the Port Officer recommending that the Trustees should agree to Mr. Eliot's proposal, and suggesting that from the 15th May to 15th October, and during unsettled weather the report should also be issued on Sundays.

The papers have been circulated to the Harbour and Pilotage Committee.

Read—

Minutes of Committee, and also further report by the Port Officer giving his reasons *in extenso* for the necessity of issuing Sunday reports.

RESOLUTION.—Under the circumstances explained by the Meteorological Reporter to the Government of India, the Trustees will be prepared, if the arrangements to be proposed appear to them satisfactory, to subscribe an amount not exceeding, under the present suggested arrangements, that formerly proposed by the Meteorological Reporter to the Government of India, *viz.*, Rs. 125 a month ; but it must be distinctly understood that the Trustees are still most decidedly of opinion that the Meteorological Department of the West Coast of India should be under a fully qualified officer of great experience in storm-predicting, and resident at Bombay ; and that the Trustees hope that such an arrangement will shortly be made. With regard to the informal Committee referred to in the 10th paragraph of Mr. Eliot's letter the Trustees would wish the Port Officer's name added ; and among the points to which they attach much importance are the supply of suitable weather-warnings to the Port Officer on Sundays, and the daily supply of the Weather Report and Chart earlier than at present, which might, it is understood, be arranged by the use of urgent instead of ordinary telegrams.

BOMBAY CHAMBER OF COMMERCE, 28*th April* 1890.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour, by direction, to acknowledge the receipt of your letter No. 1465 of 15th instant, with accompanying correspondence, relative to the proposals for placing the publication of the Bombay daily weather report and chart on a permanent footing.

These proposals, the Committee of the Chamber direct me to say, meet with their entire approval, and they trust no difficulty will be made in providing for the additional expenditure of Rs. 3,000 per annum which the Meteorological Reporter to the Government of India estimates would enable the reports to be sent as "urgent" instead of "deferred" telegrams.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 547 OF 1890.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1*st February* 1890.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of a letter from the Government of India, Revenue and Agricultural Department, Meteorology, No. $\frac{142\ C.}{Meteo.}$ dated 13th ultimo, together with extract paragraph 10 of the report referred to therein, conveying to the Chamber the thanks of the Government of India for the valuable assistance rendered by it in starting the publication of a Daily Weather Report and Chart for Bombay.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. $\frac{142\ C,}{Meteo,}$

REVENUE AND AGRICULTURAL DEPARTMENT.
Meteorology.

CALCUTTA, 13*th January* 1890.

From SIR E. C. BUCK, Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In forwarding, for the information of His Excellency the Governor in Council, a copy of the Report on the Administration of the Meteorological Department of the Government of India, 1888-89, I am directed to invite your attention to paragraph 10, and to request that, with the permission of the Government of Bombay, the thanks of the Government of India may be conveyed to the Hon'ble Sir Forbes Adam and to the Chamber of Commerce for the valuable assistance rendered by them in starting the publication of a Daily Weather Report and Chart for Bombay, and to express a hope that

your Government will be able to aid Mr. Eliot with its countenance in securing during the coming year the co-operation of the Port Trust whose assistance he shows to be essential for the entertainment of the establishment required for the collection of full information regarding the weather and storm tracks in the Indian Ocean and Arabian Sea.—I have, &c.,

E. C. BUCK,

Secretary to the Government of India.

Extract paragraph 10 *of the Report of the Meteorological Department of the Government of India*, 1888-1889.

10. "The Bombay Port Trust and Bombay Chamber of Commerce some time ago called the attention of Government to the necessity of the publication by the Bombay Meteorological Office of a local Daily Weather Report and Chart, similar in form to that published in Calcutta by the Bengal Meteorological Office. The Government of India requested me to arrange for the publication of a suitable Report and Chart at Bombay if I possibly could, under the changed conditions of the Western India Reportership, and hence I included it in my reorganization scheme submitted last September. I learnt, when in Bombay in July 1888, that both the Chamber of Commerce and Port Trust might contribute towards the cost of carrying out this desired extension of work. Hence, shortly after Mr. Hutchinson was appointed, I sent Mr. Dallas to Bombay, to asssist Mr. Hutchinson in ascertaining what amount of local support could be obtained, and to prepare the details of a scheme which I could submit for the sanction of the Government of India. The Chamber of Commerce, while reserving its opinion as to the expediency of the changes effected in the Western India Reportership, promised to contribute liberally to the scheme for one year, as an experimental measure, in order to obtain for Bombay, as speedily as possible, the publication of a suitable Daily Weather Report and Chart. The Government of Bombay agreed to print it at the Secretariat Press. The Port Trust after considerable delay refused to give any assistance, pecuniary or otherwise, unless the Government of India retraced the steps they had taken in connection with the Western India Reportership during the previous six months. I was therefore obliged to submit a scheme based on the local support of the Bombay Government and the Chamber of Commerce only, and hence on a somewhat more limited scale than I had originally hoped and intended. The Government of India sanctioned the scheme. As the report, I felt, would be doubly valuable to the Bombay public if it were introduced before the commencement of the south-west monsoon, I made arrangements to start it about the middle of May of the present year. With the ever-ready assistance of Colonel Waterhouse, Superintendent of the Lithographic and Photographic Departments of the Survey of India Office, Calcutta, a suitable chart was prepared as speedily as possible. I may add, although the subject belongs properly to the administration of the present year, 1889-90, that I proceeded to Calcutta at the end of April to expedite matters, and thence went across to Bombay to

assist Mr. Hutchinson in commencing the issue of the report. Mr. Dallas, when in Bombay in December, had initiated Mr. Hutchinson into the methods employed at Simla and Calcutta for preparing the Daily Reports and Charts, and the draughtsman who was engaged for the work came up to Simla for three weeks in April 1889 and was instructed in his future duties. The Report under these preparations was issued without any difficulty and in a form which was very generally approved by the members of the Chamber of Commerce. The first Report issued to the Bombay public was that for Monday, the 19th of May. It will, it is hoped, become a permanent feature of the work of the Reporter for Western India, and receive the modifications and improvements which experience only can suggest to make it more useful for the information of the Bombay commercial public. The Department is very largely indebted to the Honourable Mr. Forbes Adam, Chairman of the Chamber of Commerce, for valuable advice and suggestions, which enabled Mr. Hutchinson to commence the issue of the report in a satisfactory form and manner."

APPENDIX OO.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES OF 1890-91

The Estimates of Receipts and Expenditure for the year 1890-91 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

In preparing these estimates, the Chairman has had the assistance of three members of the Board, *viz.* :—

The Hon'ble Sir Frank Forbes Adam, C.I.E., and Messrs. A. F. Beaufort and Eazulbhoy Visram.

CAPITAL ACCOUNT.

1. *Victoria Dock*—

The total expenditure up to 31st March 1889 was Rs. 82,52,162.

The expenditure sanctioned for 1889-90 was—

In Budget.....	Rs.	1,60,584
Additional	„	1,03,160
		2,63,744
Therefore, if the estimates are worked up to, the expenditure up to 31st March 1890 will be.....	Rs.	85,15,906
The total sanctioned estimate is.....	„	94,00,000
And the available balance is thus	Rs.	8,84,094
It is proposed to spend during 1890-91	„	1,18,249

the greater part being for dredging and blasting in channels. All the deep dredging sanctioned for the first time below 57′ on T.H.D., it is proposed to charge to this account.

2. *Graving Dock*—

The expenditure sanctioned in last Budget was...	Rs.	5,50,000
And it is now proposed to spend in 1890-91.....	„	5,10,625
If these estimates are worked up to, the expenditure during the two years will have been.....	Rs.	10,60,625
The sanctioned estimate is.....	„	11,47,300

3. *New Works, Ordinary—*

(*a*) The Traffic Offices at the Docks are expected to be completed before the ensuing rains.

The sanctioned estimate is	Rs.	2,66,143
Of which there was spent up to 31st March 1889	„	81,019
And the sanctioned expenditure for the current year is..... Rs. 1,70,000		
Less the amount which will probably remain unexpended..... „ 37,876		
	„	1,32,124
The amount now entered is the balance available for expenditure in 1890-91	Rs.	53,000

(*b*) The Trustees' Administrative Offices—

The sanctioned estimate is	Rs.	4,33,006
There was spent up to 31st March 1889 Rs. 12,230		
And the sanctioned estimate for the current year was..... „ 2,00,000		
	„	2,12,230
If the estimate is worked up to, the amount available for expenditure will be.....	„	2,20,776
Of which it is proposed to spend in 1890-91	„	2,00,000

The expenditure in both cases (*a* and *b*) is to be met from the 10 lakh loan issued in 1889-90.

REVENUE ACCOUNT.

4. It will be seen that the estimated receipts show a surplus of Rs. 42,425 over the estimated expenditure, which latter, however, includes an item of one lakh under the head "Fixed Annual Revenue Surplus," which is not really revenue expenditure, being appropriated to repayment of Capital, or the prosecution of new works which would otherwise be charged to Capital.

If this item were excluded, the receipts would show a surplus of about one and a half lakh over expenditure—a result which has been obtained by reducing the estimates for maintenance of bunder properties as much as possible—though still leaving a sufficient margin on the actual expenditure of past years; and also, when possible, dispensing with or reducing items usually set aside to cover renewals of plant.

5. The estimates are founded mostly on the actual receipts for the year 1889, with some modifications, the more important of which will be noticed hereafter.

(*a*) As far as regards the Bunders, the actual receipts for 1889 are adhered to, except in the case of theDock and the Town Bunder Warehouses. In the case of the former especially, it is considered that, as their great advantages are now fast becoming more apparent to the mercantile community, a rapid increase of revenue may confidently be expected; the estimate of the former has, therefore, been put at Rs. 23,794 more than the actual receipts of 1889, and in the latter case at Rs. 3,000 more.

(*b*) The Dock Revenue for 1889 has been exceptionally low. For 1889-90 it was estimated at Rs. 20,09,720, and for the period, 1st

January to 31st December 1889, the actual receipts were Rs. 19,12,995; part of the deficiency may be made up during the last three months of the financial year, but it is probable that the estimate will not be realized. This is in greater part accounted for by a falling off in the following sources of revenue as compared with 1888-89, namely :—

Railway materials fell off.....	124,618 tons.
Grain	215,475 ,,
Seeds.....	7,000 ,,
Iron	11,000 ,,

The falling off in those itms was, however, to a great extent counterbalanced by the acquisition of new traffic, such as the Mormugao trade, and a share of the trade of the British India Company's and Shepherd & Co.'s coasting steamers and the steamers of the Bombay and Persia S. N. Company, and there is no doubt that this traffic during next year will be developed to a still greater extent. The Dock Superintendent anticipates a further expansion of the revenue on this account alone of at least Rs. 75,000. There was also during the current year an increase in the imports of Machinery and in the exports of Twist, Yarn and Cotton.

The estimated revenue for 1890-91 is Rs. 21,87,300, that is Rs. 1,46,382 more than the actual receipts for1888-89, and Rs. 1,77,580 more than the estimate for 1889-90.

In framing the estimate, due regard has been given to the circumstances just noted, and a considerable increase has also been allowed for in the exports of Grain, Seeds, Twist, Yarn and Cotton.

(*c*) A sum of Rs. 16,000 has been entered in Dock Revenue, to be received from the Municipality on account of maintenance of Victoria Dock wharves and roads. The Municipality have not yet accepted this as the proper amount, but it is expected they will do so, as it is fair and reasonable.

REVENUE EXPENDITURE.

6. The establishments, as usual, are estimated at the rates, sanctioned by the Trustees.

The establishment at the Dock has been increased by Rs. 13,500, of which Rs. 9,000 is due to temporary and night-work staff and Rs. 4,500 to permanent staff. This is in consequence of the accession of new trade referred to in para. 5 (*b*).

7. The estimates for maintenance of wharves, &c., on bunder properties have been reduced by about 20 per cent. all round from the usual allowance, to bring them nearer to the actual ordinary expenditure in past years.

8. Rs. 10,900 extra are to be spent on Sassoon Dock, Rs. 8,900 for dredging and Rs. 2,000 for new chowkeys for pointsmen. The cost of dredging has been considerably reduced; on the last occasion the estimate was Rs. 5,000 more. The reduction is accounted for by the diminished cost of working the "Teredo," and also by an improved organization, the result of experience.

9. The estimate for coolie-hire at the warehouses is increased on account of the anticipated increase of revenue.

10. At Mody Bunder the construction of a new Revenue Office of the Firewood Wharf has been sanctioned at a cost of Rs. 1,400.

11. Two new Revenue chowkeys are to be constructed at Malet and Wari Bunders at a cost of Rs. 1,000.

12. The expenditure on dredging docks and channels is estimated to cost Rs. 1,30,747 more than the actual expenditure of 1888-89 ; of this, Rs. 31,500 will fall to be charged to Capital, as per Trustees' resolution No. 44, dated 21st January 1890, which decided that all work sanctioned for the first time below 37' on T. H. D. should be so charged. The increase of revenue expenditure, as compared with 1888-89, is therefore Rs. 99,247. This is in consequence of the dredging being now carried out over a greater area and to a greater depth.

13. It has been decided to set aside only Rs. 6,000, instead of the usual Rs. 36,000 for replacement of Prince's Dock Hydraulic Machinery. A sum of Rs. 2,09,430 has already been accumulated for that purpose, which is considered sufficient for the present. No provision is made on that head for Victoria Dock, for reasons given in the memorandum on the Budget for 1889-90.

14. Six new pumps and the necessary piping are to be provided for pumping fresh air into bilges, at a cost of Rs. 4,320.

15. As the Colaba Signal Station is to be transferred to the Prongs, the establishment of the latter is increased by Rs. 810, and the establishment at Bankshall has been increased by 3 lascars at an annual cost of Rs. 504. The Colaba signalling establishment, of course, disappears.

16. For the first time Rs. 1,500 has been provided on account of contribution towards the cost of publishing a daily Weather Report and Chart.

17. The amount to be annually provided by the Trustees for hospital dues for the next three years, under arrangement with Government, has been decreased by Rs. 3,468.

18. No provision has been made for the payment of any part of the establishment of the Health Officer of the Port.

19. Interest on the original debt to Government has been diminished by Rs. 10,000, while interest on Victoria Dock is increased by Rs. 18,000.

20. Provision is made for a new fence on the north side of the workshops compound, at a cost of Rs. 3,500 to be met from the Fixed Annual Revenue Surplus.

21. The estimated receipts on pilotage account would not be sufficient to meet the estimated expenditure if Rs. 5,000 were set as usual to the Schooners Replacement Fund, and it is proposed not to set aside this sum, as the amount now invested on that account, *viz.*, Rs. 2,26,407, is sufficient to meet the cost of such new schooners as are likely to be required for some years to come.

22. Municipal taxes, both for Docks and Bunders, are entered at the same figure as before. The same remarks apply as were made on this head in the memorandum on last year's Budget.

BOMBAY, 13*th February* 1890 G. MEREWETHER, Chairman.

SUMMARY.

ESTIMATES of REVENUE and EXPENDITURE for the year ending 31st March 1891.

Actuals from 1st January to 31st December 1889.		Estimates for year 1890-91.	TOTAL.
Rs.	**REVENUE.**	Rs.	Rs.
18,33,814	Bunder Properties (including land)—(see page 4)	18,66,850	
19,12,995	Prince's and Victoria Docks (see page 7).	21,87,300	
1,42,723	Port Fund Account (see page 7)	1,46,950	
2,16,871	Interest and Miscellaneous (see page 8)...	1,57,140	
41,06,403		43,58,240	
1,51,731	Pilotage Account (see page 8).....	1,51,700	
34,165	Depreciation Account (see page 8)	7,100	
42,92,299	Total Receipts...		45,17,040
Actuals from 1st December 1888 to 30th November 1889.	**EXPENDITURE.**		
Rs.		Rs.	
2,36,241	General Charges (see page 9)	2,33,030	
4,29,486	Bunder Properties (see page 12)	4,26,467	
11 87,134	Prince's and Victoria Docks (see page 15)	12,06,758	
1,42,400	Rents (see page 15)	1,41,910	
1,90,984	Port Fund Account (see page 18)	1,30,208	
19,98,412	Interest (see page 18)	20,77,442	
1,00,000	Fixed Annual Revenue Surplus Account (see page 18)	1,00,000	
42,84,657		43,15,815	
1,55,850	Pilotage Account (see page 19)	1,51,700	
46,139	Depreciation Account (see page 19)	7,100	
44,86,646	Total Expenditure...		44,74,615
	SURPLUS.....		42,425

BOMBAY PORT TRUST.

NOTICE.

The Trustees' Graving Dock will probably be opened towards the end of next month, February.

It has an extreme length of 530 feet, a breadth at the entrance of 65 feet 6 inches, and a depth on the blocks at H. W. Ex. S. Tides of 28 feet 9 inches, at H. W. O. S. Tides of 26 feet 7 inches, at H. W. G. Neaps 23 feet 7 inches, and an extra foot can be gained by taking out middle wedge. It is entered from the Wet Docks. Vessels in the Wet Docks would therefore be moved into the Graving Dock without having to go into the stream. A plan of the Graving Dock is attached.

The Dock is intended principally for the painting and cleaning of vessels and the execution of very slight repairs. Its use for heavy repairs will only be given in special circumstances.

The terms are as follows, and will include removal of vessel from Graving Dock entrance into Graving Dock and back, docking, pumping, shoring and undocking, also the use of stages and stage-ropes for cleaning and painting:—

For the first 24 hours, with a minimum of Rs. 600...Annas 8 per ton gross tonnage.

For the second 24 hours or part thereof .....Rs. 100
For the third 24 hours or part thereof..... „ 200

and for every period of 24 hours or part thereof that a vessel remains in Dock in excess of 72 hours, the charge of Rs. 200 will be repeated; provided that, if the Dock be required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay 8 annas per ton gross tonnage with a minimum charge of Rs. 600 a vessel for every 24 hours or part thereof that she remains in occupation.

For night work Rs. 100 a night, or part thereof, will be charged extra for work done in connection with the docking or undocking of vessels.

A vessel engaging the Dock and not using it, will be charged Rs. 300

The Trustees will not undertake the work of cleaning, painting or repairing of vessels. Licenses to do such work in their Graving Dock will be issued by the Trustees to approved persons, and Owners, Agents or Masters will have to make their own arrangements with the Licensees.

No commission or other fees will be levied by the Trustees on stores, &c., brought, either by land or water, into the Dock for cleaning, painting or repairing.

By order,

F. G. DUMAYNE, Secretary.

SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, 28*th January* 1891.

APPENDIX PP.

PROPOSAL TO ESTABLISH IN INDIA BRANCHES OF THE BOILER INSURANCE AND STEAM POWER COMPANY OF MANCHESTER.

No. 1002 of 1890.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, *9th Octoler* 1890.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—My Committee instruct me to send you, for the information of your Chamber, copy of this office circular No. 51. The Committee are of opinion that if a branch of the Boiler Insurance and Steam Power Company could be established in this country, a reasonable claim might be made out to substitute its operations for the present more costly, but unsatisfactory, system of boiler inspection.

In Calcutta there is a very general feeling in favour of such a movement, and I am to ask whether the Bombay Chamber would be willing to support a proposal for the introduction of a branch of the Company into Bombay.—Yours, &c.,

S. E. J. CLARKE, Secretary.

Circular No. 51-'90.

BENGAL CHAMBER OF COMMERCE, *Calcutta, 4th Octoler* 1890.

DEAR SIRS,—The Committee of the Chamber of Commerce direct me to hand you the subjoined copy of a letter from "The Boiler Insurance and Steam Power Co., Ld.," of Manchester, and to ask you to do them the favor of stating at your early convenience whether you would support a branch of the Company should it be established in Calcutta.—Yours, &c.,

S. E. J. CLARKE, Secretary.

THE BOILER INSURANCE & STEAM POWER CO., LIMITED,

(No. 673-'90.)

HEAD OFFICE :—67, King Street, Manchester.

BRANCH OFFICES :—London, 139, Cannon Street, E.C. ; Glasgow, 2, West Regent Street ; Birmingham, 20, Exchange Buildings ; Leeds, 21, East Parade ; Swansea, 10, Fisher Street ; Newcastle-on-Tyne, 6, Side.

MANCHESTER, *September 11th*, 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta, India.

MY DEAR SIR,—I was duly favored with your letter of the 18th July last, and have deferred replying to it until I could bring the matter before my Board for the purpose of considering what course we could suggest to best assist you in the object you have in view.

All the bills brought before Parliament at various times which it has been attempted to pass in this country to secure compulsory periodical inspection of all steam boilers, &c., have contained provisos that the certificate of a Boiler Insurance Company should be accepted in lieu of the Government Engineer's certificate, and in all the propositions which have been made with a view of securing that object, it has always been admitted that the certificate of such a company as ours would be quite adequate to serve the purpose of safety, and would meet the requirements of the Government.

It occurs to me, therefore, that if you could induce your Government to accept our certificate after thorough examination of the fitness of the boiler for the pressure at which it would be safe to work for the ensuing twelve months in lieu of the certificate of their own officers, and would also make that privilage exclusive to our Company, it would be worth our while to establish a branch or branches in India.

I think you will perceive that unless we had the exclusive privilege of issuing certificates, the business would not be sufficient to repay working expenses.

I may mention that my Company is the first Boiler Insurance Company that was ever formed, being established in the year 1859. All other Boiler Insurance Companies in this and other countries have been framed upon its basis. It has a capital of £250,000, with invested funds amounting to £85,000, and has at the present moment about 27,000 boilers and engines insured. It is, of course, much the largest society of the kind.

Personally, I have been Assistant Engineer and Chief Engineer to this Company for the last 27 years, and therefore have a most exceptional experience, having had during that time upwards of 67,000 boilers under my notice. I mention these facts to give you some idea of our ability to deal with the matter.

We examine boilers periodically two or three times per annum while at work, that is, without giving notice of our visits, and in addition to that, we make a thorough or complete examination of the boiler once per annum, oftener if required.

We cover boilers against risks of explosion, or collapse of flue or fire-box, from whatever cause these accidents may arise, also damage to surrounding property of any description resulting from explosion of boiler, or collapse of flue, and, in this country, claims for personal injuries under "The Employers' Liability Act, 1880," and also the legal liability of the insured under "The Boiler Explosion Act, 1882."

The cost of inspection would, of course, be very much greater in India than in this country, and we think that the fee necessary to cover the salaries and travelling expenses should enable us to give with each certificate a "guarantee" of £1,000. The annual premium which would cover all expenses of every nature would probably range from £5 to £7-10 per boiler per annum. We insure up to as much as £5,000 per boiler, and it would, of course, be optional for any firm to increase the amount insured on each boiler to that figure, the premium being arranged accordingly. It would be about 50 per cent. more for £5,000.

The firms connected with us would also have the benefit of the accumulated knowledge we have acquired respecting the manufacture and working of steam boilers, and also with regard to the production and use of steam power. We should also be able from this side to supervise for them the construction of all boilers and engines ordered in this country for export to India.

I need hardly observe that we have a very large staff of trained engineers, and could easily select suitable men to proceed to India.

If you think the necessary arrangements could be made with the Government, and these propositions meet with your approval, I could make arrangements for visiting Calcutta this year, when I should be able to give you whatever assistance might be necessary for the carrying out of your views.

I should also be glad if you would communicate with the Chamber of Commerce at Bombay or any other centre where there are a considerable number of boilers, and obtain their influence, and if possible assistance, in getting the Government to admit our certificates. Awaiting your early reply.—Yours, &c.,

J. F. L. CROSLAND, Chief Engineer.

BOMBAY CHAMBER OF COMMERCE, 16*th October* 1890.

The MEMBERS of the BOMBAY CHAMBER of COMMERCE.

GENTLEMEN,—I beg to circulate for the information of Members, the accompanying letter and enclosure received from the Bengal Chamber of Commerce, on the subject of a proposal to establish in India a branch of the Boiler Insurance and Steam Power Company of Manchester.—I am, &c.,

L. R. W. FORREST, Chairman.

BOMBAY CHAMBER of COMMERCE, 16*th October* 1890.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I beg to acknowledge receipt of your letter No. 1002 of the 9th instant, and in reply to say that as the Bombay Millowners' Association is chiefly interested in the subject of boiler inspection, copies of the printed papers forwarded by you have been passed on to the Committee of that body, with a request that they should communicate to you direct their views on the proposal submitted by the Boiler Insurance and Steam Power Company, Limited, of Manchester.

I have also circulated a copy of the Insurance Company's letter among the members of this Chamber, for information.—I am, &c.,

L. R. W. FORREST, Chairman.

BOMBAY CHAMBER of COMMERCE, 16*th October* 1890.

The SECRETARY, MILLOWNERS' ASSOCIATION.

DEAR SIR,—I beg to wait upon you for such action as your Committee may wish to take, with the accompanying copy of a letter and enclosure received from the Bengal Chamber of Commerce, on the subject of a proposal to establish in India a branch of the Boiler Insurance and Steam Power Company of Manchester.—I am, &c.,

L. R. W. FORREST, Chairman.

APPENDIX QQ.

PROPOSED ADDITION TO THE LIST OF HOLIDAYS UNDER THE NEGOTIABLE INSTRUMENTS ACT OF 1881.

No. 531 OF 1890.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 15*th February* 1890.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith a letter from the Commissioner, Central Division, No. R 538, dated the 3rd instant, and its accompaniments on the subject of making additions to the list of public holidays notified under Section 25 of the Negotiable Instruments Act, 1881, and to request that you will be so good as to favour His Excellency the Governor in Council with any remarks the Chamber may desire to make on the suggestion made by Mr. Moore in paragraph 7 of his letter.

2. It is requested that the enclosures to this letter may be returned with your reply.—I have &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

No. $\frac{R.}{538}$ of 1990.

CAMP BARSI, 3*rd February* 1890.

From J. G. MOORE, Esq., Commissioner, C. D., to the Chief Secretary to Government, Financial Department, Sholapore Districts.

SIR,—I have the honor to submit, for the orders of Government, a letter from the Collector of Khandeish No. 4656, dated 22nd July 1889, suggesting certain additions to the list of public holidays published under Section 25 of Act XXVI. of 1881.

2. As the matter was one of general interest, I circulated Mr. Loch's letter to the other Collectors in this Division, and also to my brother Commissioners for an expression of their views: these I have received, and I beg to append summaries of them, one for each Division.

3. The holidays that are allowed by Government to their Officers may be classified as follows:—

(*a*) Public holidays, including general holidays allowed to all classes of officers and special holidays allowed to Hindus, Parsees, Mahomedans and Jews.

(*b*) Bank holidays allowed to Treasury establishments under Section 25 of Act XXVI. of 1881.

(*c*) Christmas and other holidays.

List of (a) and (b) are annually published in the Government Gazette before the commencement of the year for which the holidays are allow-

ed and the concession is given as a matter of course. In the case of (c) however a special notification has to be issued by Government authorising offices being closed with the proviso that " heads of offices will arrange for the despatch of any emergent business that may occur during the vacation."

4. The Collector of Khandeish is of opinion that the establishments employed in treasuries ought not to be worse off than establishments employed on other duties in respect of their holiday privilege and with the object of putting them on a par he proposes the following additions to the list of Bank holidays :—

(1) Makar Sankranti.
(2) Maha Shivratri
(3) Additional day on account of Simga.
(4) 3 additional days on account of Easter.
(5) 5 Do. do. Christmas.
(6) Substitution of the Shravani or thread ceremony day for Naral Purnami.

5. From the summaries, herewith submitted, it will be seen that the majority of the officers consulted are in favor of the additions Nos. 1, 2 and 3 noted in the preceding para. that the proposed substitution of the " Shravni " for " Narali Purnami " is supported by a few officers only and that the proposal, as regards Christmas and Easter, meets with scarcely any support.

6. It appears that the difference between the list of public holidays and that of bank holidays arises from the fact that, while the former recognises the principle of classes (except of course in the case of general holidays) the latter recognise no such principle at all. For example, " Jamshedi Navroz " which is a Parsi holiday appearing in both lists a bank or treasury might be properly closed even if there is not a single Parsi officer or clerk employed in it, while in the case of an office other than a Bank or Treasury, the holiday will be availed of only by those who belong to the Parsi nationality. If all the holidays included in the list of public holidays were declared Bank holidays the bank or treasury might be legally closed on all the holidays which are now severally claimed by Hindus, Parsis, Mahomedans and Jews, and the public at large would be seriously inconvenienced. I have made these remarks only to show that a perfect assimilation of the two lists is impossible.

7. Bearing the foregoing considerations in mind I would suggest the following additions only :—

1. Mankar Sankranti.
2. Maha Shivratri.
3. An additional day on account of Simga.

These additions are concurred in by a large majority of the officers consulted and as they would add only 3 days to the number of holidays already allowed no inconvenience would practically be caused to the public, who have business at treasuries. It must also be remembered that the persons having business at the treasuries in this Presidency are principally " Hindus," who observe the holidays proposed and who would not therefore feel the inconvenience if there is any at all.—I have &c.,

J. G. MOORE, Commissioner, C. D.

Precis of the replies of the Collectors of C.D., except Khandeish to the Commissioner's Circular No. $\frac{R.}{3615}$, dated 30th July 1889 on the subject of revising the list of Public Holidays published under the Negotiable Instruments Act.

Satara.—Mr. Keyser does not agree with Mr. Loch in thinking it advisable to extend the periods given in the Government Resolution, under Notice, for Easter and Christmas, that seven and ten days are given yearly as an act of grace by Government, but that they are not recognised holidays until the notice granting the indulgence appears in the Gazette, that great inconvenience might be caused to business men by closing treasuries for periods extending to several days and it would not be judicious to recognise other than the regular Bank holidays; that the Nagpanchmi would certainly be a more welcome holiday in the Satara District than the "Naral Purnami."

Ahmednagar.—Mr. Waddington agrees with Mr. Keyser as to the Easter and Christmas Holidays. As to the Shrawani and Naral Purnami, the importance of the respective days varies in almost every district and there seems no need to revise the list, so long as the collectors are allowed (as he believes it is the universal custom) to grant leave for such days as are of local observance taking care that the total number of holidays allowed in the year is not exceeded.

Sholapore.—Mr. Candy is of opinion that no change is desirable as regards Easter and Christmas Holidays; that Makar Sankrant, Maha Shivratri and two days of Simga should be included in the list of holidays that the Shrawni or thread ceremony generally falls on the Naral Purnami day but the desired change if made will be more convenient.

Nasik.—Mr. Middleton sees no reason for making any alteration as regards the Christmas and Easter Holidays; that Makar Sankrant and Maha Shivratri are great holidays in the Nasik Districts and should be declared holidays under the Negotiable Instruments Act so that the Treasury offices might be certain of holidays on these days and that for Simga two days should be allowed under the Act, that Nagpanchmi being a more popular holiday should be sanctioned for the Nasik District, both as a Hindu holiday and under the Act, in preference to either the Cocoanut day or Shravani.

Poona.—Mr. East reports that in the Poona District the Huzur Treasury Office and Bank observe both the holidays notified under the Negotiable Instruments Act, and those sanctioned by Government and published in the Bombay Government Gazette, that the former holidays are not observed by the Taluka Treasuries and that the hardship complained of in the concluding part of Mr. Loch's letter is not applicable to Government servants connected with the Huzur and Taluka Treasuries in the Poona District, and that there seems no object in changing the Naral Purnami for the Shravani holiday.

J. G. MOORE, Commissioner, C. D.

No. 3848 OF 1889.

POONA, *8th November* 1889.

From G. F. M. GRANT, Esq., to J. MOORE, Esq., Commissioner, C.D.

SIR,—In acknowledging your memo No. $\frac{R}{4559}$, dated 23rd September last, I have the honour to append for your information a *precis* of the reports received from all the Collectors in the S. D. except Bijapur, whose reply is awaited.

Revision of the list of holidays under Negotiable Instruments Act.

2. From these reports it appears obvious that no general list of holidays which will suit all the Districts in the Presidency can be drawn up.—I have &c.,

G. F. M. GRANT,
Acting Commissioner, S.D.

Precis of the reports of the Collectors, S. D., (except Bijapur) on the subject of the revision of the list of Holidays under the Negotiable Instruments Act.

Kolaba.—Mr. Sinclair does not think it worth while to alter the list for the reason that no general printed list will meet local needs. The Collector, he thinks, can generally manage to ease off work a little on a "jour de fete" and it is Mr. Sinclair's practice to remember the grievances of any one losing a holiday in favor, when next he wants casual leave and adds that it is an instance of the impossibility of making a general list to suit every one that the "Naral Purnami" (Cocoanut-day) which the Khandeish people think so little of, is in Kolaba one of the most popular holidays of the year.

Rutnagiri.—Mr. Todd is of opinion that the holidays mentioned in his letter No. $\frac{A}{729}$, of 25th July last, should be notified under the Negotiable Instruments Act. The holidays referred to are :—1 Hindoo New Year's day, 2 Makar Sankrant, 3 Maha Shivratri, 4 Maha Ashadi Ekadashi, 5 Nagpanchami and 6 Kartiki Ekadashi. Adds that there should be no distinction between the general Government holidays and those under the Act for reasons given by Mr. Loch. As for Naral Purnami holidays, Mr. Todd is not inclined to propose any change so far as Ratnagiri Zilla is concerned.

Kanara.—As for Xmas and Easter Holidays Mr. Blathwayt says that it has always been the custom of Government to specially sanction about 6 days for Easter and 10 days for Xmas and to publish the sanction in the *Government Gazette* a few weeks before the occurrence of the holidays. Presumes Government intend continuing this practice to leave no ground for complaint.

Referring to para. 2 of Mr. Loch's report "Makar Sankrant" and "Maha Shivratri" are important Hindu holidays and they should be sanctioned as general holidays. Karkuns also always expect 2 days holidays at the Simga (Holi). On the other hand in Kanara the "Naral Purnami" is a more important holiday than the "Shravani" and adds as follows :—

"Among the public holidays sanctioned under the Negotiable Instruments Act, appear two holidays for the Parsi New Year. To close the treasury in Karwar on those days would be a farce, there being only one Parsi, a small contractor, in the whole district, and I have rightly or wrongly refused to grant leave and to allow the treasury to be closed on those days."

Belgaum.—Mr. Anding, the Huzur Deputy, with whom the Collector concurs, states that there appears no necessity for revising the annual general list of the holidays notified by Government under section 25 of the Negotiable Instruments Act, 1881, the holidays referred to in para. 2 of Mr. Loch's letter may be reported, if required, for notification in the Government Gazette as local holidays of importance in accordance with para. 6 of letter No. $\frac{R}{1837}$ of 18th April 1889 embodied in the preamble of Government Resolution F.D. No. 1842 of 9th May 1889.

Dharwar.—Mr. R. Bapuji, the Huzur Deputy, with whom the Collector, Mr. Boevey, concurs, states that the question of granting additional holidays under the Negotiable Instruments Act was referred to Government through the Commissioner, S.D., in May last and Government Resolution F.D. No. 2808 of 23rd July passed thereon shows that Sundays, New Year's Day, Good Friday, Xmas Day are public holidays under the Act itself, and that the days sanctioned by Government are in addition to them. Only one day (16th March 1889) was, therefore, sanctioned for "Holi" for the current year, because the following day (17th March 1889) was a Sunday, so that two days were thus actually allowed for that festival. As regards "Makar Sankrant" and "Maha Shivratri" it appears from para. 3 of Government Resolutions quoted above that they will include them in the list of Bank holidays for the ensuing year. Naral Purnami or Cocoanut Day is not observed in this district also, and it would be preferable to have "Shravani" or Thread ceremony day substituted for it in the list of Bank holidays as well as in that of Government holidays.

Acting Commissioner, S. D.

No. 4733 OF 1889.

BIJAPUR, 26*th November* 1889.

From W. W. DREW, Esq., Acting Collector of Bijapur, to the COMMISSIONER, S. D.

SIR,—In reply to your No. 3395, of the 7th ultimo, I have the honor to state that I think the following 5 holidays should be added to the

list published under Section 25 of the Negotiable Instruments Act at least so far as the Bijapur District is concerned *viz.*:—

1. Makar Sankrant.
1. Maha Shivaratri.
1. Simga.
1. Padwa.
1. Nagpanchmi.

Padwa and Nagpanchmi are not recognized by Government in the list published for the closure of all Government offices but I should recommend them on the ground that they are holidays observed throughout this District.

2. As Xmas and Easter are holidays in which Hindoos, Mahomedans or Parsees have no interest of any kind and as the entire treasury establishment consists of these alone, I should not recommend that the treasury should be closed during those holidays for a longer period than what is usually notified under the Act.—I have &c.,

W. W. DREW,
Acting Collector.

No. $\frac{S\ R}{277}$ of 1889.

CAMP RATNAGIRI, 30*th December* 1889.

Forwarded with compliments to the Commissioner, C. D., with reference to this office No. 3848 of 8th ultimo., para 1.

For Acting Commissioner, S.D.

No. 3820 OF 1889.

CAMP KAIRA, 5*th December* 1889.

From W. H. PROPERT, Esq., Commissioner, N. D., to J. G. Moore, Esq., Commissioner, C. D.

SIR,—In reply to your Memo. No. $\frac{R}{4559}$, dated 23rd September 1889, I have the honor to append a summary of the reports of the Collectors in this Division, on the subject of revising the list of Public Holidays, under the Negotiable Instruments Act, 1881. I concur in the suggestion of the Collector of Khandeish to add the Makar Sankrant and Maha Shivratri holidays to the list of holidays under the Negotiable Instruments Act, similarly, 2 days instead of 1, should be allowed for Simga.

2. Regarding the Christmas and Easter holidays, I concur with Messrs. Winchester and Porteous that, so long as arrangements are made for urgent work, the Treasuries might be closed for the entire period usually allowed by Government on these occasions.

3. As regards Mr. Loch's suggestion to substitute the Shrawani or Thread Ceremony Day for the Naral Purnami holiday it appears that, so far as this Division is concerned, the latter is preferred.—I have, &c.,

W. H. PROPERT,
Commissioner, N.D.

Précis of the reports of the Collectors, N. D., on the subject of revising the list of public holidays under the Negotiable Instruments Act:

Ahmedabad.—Mr. James states as follows :—"Maha Shivratri, Makar Sankrant, and 2 Simga or Holi should be added to the list of Hindu holidays, and that should be the complete list under the Negotiable Instruments Act. Other holidays of local importance, e.g., Parsee New Year in Bombay or Surat can be published separately.

In Amedabad Naral Purnami is generally identical with the day of the Thread Ceremony.

The Collector strongly urges the modifications of Government Resolution No. 1842 of 9th May, *i.e.*, the rule should be at Easter or when notifying the Christmas holidays, that officials (thereby including Treasury officials) be simply enjoined to make provision for the despatch of urgent work, and then left to make their own arrangements. No difficulty has as yet, that the Collector is aware of, occurred, and it will be sufficient time to order all Treasuries to be kept open during such privileged, holidays when such difficulties are complained of and proved to be insurmountable."

Kaira.—Mr. Cooke reports :—"Government servants under the Negotiable Instruments Act should be allowed the privilege of enjoying the same ordinary Government holidays which are enjoyed by other Government servants.

The Thread Ceremony Day varies according to the Ved to which the different classes of Brahmins belong, the Naral Purnami should, therefore, be the public holiday to be observed."

Panch Mahals.—Mr. Woodward states that "in his opinion para. 6 of Accountant General's letter, quoted in Government Resolution No. 1842, dated 9th May 1889, Financial Department, disposes of the question properly."

He thinks that "the Treasury might be closed on holidays, published in the Government list, but not under the Negotiable Instruments Act," and observes "that there are pretty sure to be members of the Treasury staff who can attend to the business of the public and to whom the loss of the particular holiday would be of little moment."

Broach.—Mr. William Allen "sees no objection to Makar Sankrant and Maha Shivratri being added to the holidays under the Negotiable Instruments Act or to 2 days being given at the Holi." He further adds as follows :—"By notification No. 3918 of 19th December 1888, Financial Department, published at page 1062 of the Bombay Government Gazette, 1888, only 2 days are allowed

at Easter and 3 days, not all consecutive, at Christmas. The Collector does not think it desirable that treasuries should remain closed for more than 4 consecutive days at any time of the year and thinks that 4 days might be given at Easter and 4 at Christmas provided that these days should be reduced to 3 if a Sunday came just before or just after. At Easter of course the 4 days would be from Good Friday till the following Monday both inclusive. At Christmas the 4 days would be from December 24th to December 27th unless December 23rd or December 28th were a Sunday. Another holiday might be given on the 31st December."

Surat.—Mr Winchester states that "the orders contained in Government Resolution 1842, dated 9th May 1889, Financial Department, do not entirely preclude Government servants in Huzur and Taluka Treasuries from enjoying the ordinary holidays sanctioned by Government in the General Department and he thinks that this view is borne out by the Government Resolution under reference which approves the Accountant General's suggestion that Treasuries should not be *completely* closed on any days save those which are declared holidays by or under the Negotiable Instruments Act." He further observes as follows :—

"The inconvenience regarding the cashing of remittance transfer receipts and supply bills on holidays not notified under the Negotiable Instruments Act, adverted to in para. 5 of the Accountant General's letter, quoted in the preamble of the above Resolution, has not been experienced to any appreciable extent in Surat by the public and much less by Notaries Public whose transactions under the Act, since their appointment in this District have been few and far between. I think, therefore, that it would be unfair to the establishment of Huzur and Taluka Treasuries to withdraw from them the indulgence of the full 7 days at Easter and 10 days at Christmas and this I believe cannot have been the intention of Government.

In order to bring the holidays under the Negotiable Instruments Act into conformity with the ordinary holidays sanctioned in the General Department, I would suggest that a revised list of the former holidays be published as per accompanying list, a separate notification being issued for any holidays of local importance as has already been done in the case of this District for which the local holidays marginally noted, have been sanctioned by Government Resolution No. 2975, dated 6th August last, Financial Department."

Chhadi. Nom. Thursday, 20th August 1889.
Last Monday in Shrawan. Monday, 26th August 1889.

Makar Sankranti and Maha Shivratri are important Hindu holidays universally observed throughout the Presidency and I have, therefore, included them in the memo. referred to in the foregoing para.

In conclusion I would add that as 1 out of 11 Mahomedan holidays and 4 out of 11 Parsi holidays have been included in the list

above referred to, the Mahomedan and Parsi members of the establishments should be allowed to enjoy the rest without the offices being closed."

Thana.—Mr. Porteous states as follows :—

I am not persuaded that the Collector of Khandeish has made out a good case for the revision he proposes. As I understand it Bank holidays under the Negotiable Instruments Act, 1881, are close holidays for all Banks and Treasuries just as are Sundays. The ordinary Government holidays which Mr. Loch refers to are not as a matter of fact public and general holidays ; they are for the most part holidays allowable to officials according to the religion to which they belong.

But as in this Presidency the enormous majority of officials are Hindoos, the result is that what are Hindu holidays have become close holidays for all other classes of Government servants. To take my own very large office I have one Christian and one Musalman, both in very subordinate positions, and to keep my office open and require these 2 men alone to attend on say a big Hindu holiday like the Dasra would serve no useful end whatever.

There are as many public holidays for Musalmans, both Shias and Suhnis, as for Hindus, but just for the fact that there are so very few Musalman clerks and karkuns none of these holidays are observed by the offices generally except the Mohurum and that holiday in the course of years has come to be looked upon as a general one by Hindus and Musalmans alike.

Again there are 11 public holidays for Parsis, but not a single one of these is observed as a general holiday in any district where I have served. A Parsi in an up-country office would be entitled to and would get the holidays allowed by Government to men of his religion, but the general work of the office and of the district would go on as usual.

On the other hand in Bombay the Parsi element is so strong in Banks and Merchants offices that unless Parsis were kept at their desks on the holidays of their religion the ordinary business of the day would be seriously hampered if not practically stopped. In the list of Bank holidays for this year there are three Parsi holidays, and no doubt it is desirable that they should be gazetted as such, but to make them holidays up-country would simply be to close the offices for three days for reason which not 1 in 100 of the people would understand.

I am an advocate of *status quo* and I do not think my Huzur and Taluka Treasury officers need here any undue shortening of their holidays at Christmas and Easter. The offices are shut over these holidays up-country, but arrangements are always made for the despatch of emergent work ; the treasuries are not absolutely closed over the 10 and 7 days respectively.

If, however, it is considered for legal reasons that up-country treasuries must be open on all business days in Bombay then I would add Makar Sankranti and Maha Shivratri to the list of Bank holidays and I would give two days instead of one day only at the Holi. At the

same time I think it quite unnecessary that up-country treasuries should be closed on Bank holidays, which are Parsi holidays only. As a matter of fact as far as Taluka Treasuries are concerned the days are holidays in name only and the Mamledar's have their multifarious revenue and majesterial duties to attend to as usual.

Cocoanut day is a holiday universally observed in this district and should remain a public holiday as at present.

Assistant Commissioner, N. D.

Memorandum of holidays to le Gazetted under the Negotiable Instruments Act.

	No. of days.	Remarks.
Christmas	2	1st and 2nd January 1890.
Makar Sankranti	1	
Maha Shivratri	1	
Holi	2	
Ramnavmi	1	
Easter	7	
Queen's Birthday	1	
Cocoanut Day	1	
Gokul Asthmi	1	
Ganesh Chaturthi	1	
Mohurum	1	
Parsi New Year's Day	4	
Dasera	1	
Diwali	2	
Christmas	8	24th to 31st December 1889.
Local Holidays.		
Chadinam	1	
Last Monday of Shrawna	1	
Extra Dewali Holiday	1	

No. 4656 of 1889.

Dhulia, 22*nd July* 1889.

From W. W. Loch, Esq., Collector of Khandeish, to J. G. Moore, Esq., Commissioner, C.D.

Sir,—With reference to Government Resolution in the Financial Department No. 1842, of the 9th May last, I have the honor to suggest the advisability of revising the list of public holidays published under the Negotiable Instruments Act in order to bring it into conformity with ordinary Government holidays. The list published under the

Act is by no means so liberal as the Government list, and it seems hard that the Government servants connected with the Huzur and Taluka Treasuries should be worse than other Government servants.

2. The main differences are that the list under the Act omits Makar Sankrant and Makar Shivratri ; that it gives one day for the Simga instead of 24 days for Easter, instead of 7 and 5 days at Christmas instead of 10. It has also been suggested that in the district it would be preferable if the Shravani or Thread ceremony day were made holidays in place of the Naral Purnami, which is not observed. I am not aware if the suggestion is applicable to the Deccan Districts.—I have, &c.,

W W. LOCH, Collector of Khandeish.

BOMBAY CHAMBER OF COMMERCE, *26th February* 1890.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 531, of the 15th instant, requesting the opinion of the Chamber on a proposal to increase the number of public holidays, notified under Section 25 of the Negotiable Instruments Act, in accordance with suggestions received from the Commissioner for the Central Division of the Presidency.

2. After very careful consideration the Committee direct me to say, in reply, that in the interests of the mercantile community of Bombay, they do not see their way to recommend any increase in the number of holidays usually allowed under the Negotiable Instruments Act. On the contrary a strong feeling prevails that the holidays already allowed are excessive and merchants and others would be pleased to see a reduction rather than an increase in the list. My Committee, however, do not consider that the requirements of the Presidency Town should necessarily regulate the holidays in the districts, as demands of business and business-people are much more emergent at Bombay than at up-country stations. They do not see, therefore, why the Collectors of the various districts should not be allowed to regulate the holidays therein according to the existing requirements of the population. In so doing it does not seem probable that an increased number of holidays up-country would have any material effect on business in Bombay, but the exigencies of the financial and shipping interests of the port render it extremely unadvisable to

interfere with the holidays already fixed for the current year, or to propose longer holidays than have hitherto been granted.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 805 of 1890.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *7th March* 1890.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated 26th ultimo, I am directed to state for the information of the Chamber that the Divisional Commissioners and the Commissioner in Sind have been instructed by Government to submit in future as soon as possible after the publication each year of the usual notification of holidays under the Negotiable Instruments Act for the Presidency generally, a list of the important additional holidays which they may consider it advisable to notify under the Act for each district in their respective divisions, after consultation with the managers of local branches of banks in the case of districts where such branches exist.—I have, &c.,

G. M. URQUHART,
Acting Under-Secretary to Government.

APPENDIX RR.

MEASUREMENT FEES.

BOMBAY, 17*th June* 1890.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to call to your notice the heavy charge, anna 1 per bale, for measurement of 200 lbs. bales of colored yarn for export, as compared with the charge for measurement of 400 lbs. bales of grey yarn. We have exported, since the beginning of 1889, 2,008 bales to Rangoon and other ports, in which we have had to pay anna 1 per bale, and as this seems to us an excessive charge, we trust, taking into account the quantity we ship, you will arrange that we are charged in future at the rate of 3 pies per bale as for grey yarn.

We enclose a statement of the quantity shipped, and shall be glad if you will arrange for refund of excess paid in shipments since the beginning of the year.—We are, &c.,

JOHN FLEMING & Co.

Shipments of Colored Yarn to Rangoon, &c.

1889.						1889.			
February	5 ..	16	Bales	Per s.s. "Chilka."		October	22 ..	587	
		1	Truss					15	Bales
April	23 ..	20	Bales	,, "Nowshera."		Nov.	16 ..	10	,,
		1	Truss						
May	10 ..	8	Bales	,, "Purnea."		,,	16 ..	25	,,
August	14 ..	20	,,	,, "Colaba."		Dec.	9 ..	10	,,
October	12 ..	18	,,	,, do.		,,	9 ..	25	,,
		1	Parcel						
March	5 ..	25	Bales	,, "Lawada."		,,	21 ..	83	,,
		1	Parcel			1890.			
,,	25 ..	17	Bales	,, "Pulalia."		January	11 ..	7	,,
		2	Parcels						
April	12 ..	25	Bales	,, "Nenesa."		,,	11 ..	51	,,
May	1 ..	25	,,	,, "Nuddea."		,,	20 ...	20	,,
,,	3 ..	25	,,	,, do.		,,	27 ..	50	,,
,,	31 ..	50	,,	,, "Patiala."		March	5 ..	80	,,
,,	22 ..	10	Bales	,, "Patna."		,,	15 ..	100	,,
		1	Truss						
June	15 ..	30	Bales	,, "Umballa."		,,	15 ...	6	,,
		1	Parcel						
,,	15 ..	10	Bales	,, do.		,,	25 ..	60	,,
		1	Parcel						
,,	24 ..	10	Bales	,, "Malda."		,,	25 ..	70	,,
		1	Parcel						
,,	24 ..	27	Bales	,, do.		April	12 ..	80	,,
		1	Parcel						
July	16 ..	64	Bales	,, "Byculla."		,,	12 ..	30	,,
		1	Parcel						
August	14 ..	43	Bales	,, "Colaba."		,,	23 ..	70	,,
		1	Parcel						
,,	14 ..	6	Bales	,, do.		,,	23 ...	100	,,
		1	Parcel						
,,	14 ..	15	Bales	,, do.		,,	24 ..	6	,,
		1	Parcel						

Per s.s.	"Chupra."
,,	"Byculla."
,,	do.
,,	"Lawada."
,,	do.
,,	"Chupra."
,,	"Sirdhana."
,,	do.
,,	"Byculla."
,,	"Bhundara."
,,	"Lawada."
,,	do.
,,	do.
,,	"Patiala."
,,	do.
,,	"Nevasa."
,,	do.
,,	"Chupra."
,,	do.
,,	do.

August	23 ..	15	Bales	Per s.s.	"Asia."
		1	Parcel		
Sept.	5 ..	60	Bales	,,	"Booldana."
		1	Parcel		
,,	5 ..	15	Bales	,,	do.
		1	Parcel		
October	12 ..	20	Bales	,,	"Colaba."
		587	Bales		
1890.		1778			
May	24 ..	34	Bales	Per s.s.	"Roma."
,,	31 ..	32	,, ...	,,	"Patiala."
,,	31 ..	15	,, ...	,,	do.
,,	31 ..	50	,, ...	,,	do.
,,	31 ..	60	,, ...	,,	do.
June	14 ...	70	,, ...	,,	"Lindala."
January	17 ..	5	,, ...	,,	"Sutlej."
May	19 ..	4	,, ...	,,	"Sudhana."
,,	20 ..	10	,, ...	,,	"Teheran."
Total	...	2003	Bales.		

April	24 ...	7	Bales	Per s.s.	"Chupra."	
,,	24 ..	6	,, ...	,,	do.	
May	1 ..	36	,, ...	,,	"Nuddea."	
,,	19 ...	200	,, ...	,,	"Loodiana."	
		1728	Bales.			

To Sourabaya.
To Tuticorin.
To Sourabaya.

Bombay, 17th June 1890.
JOHN FLEMING & Co.

BOMBAY CHAMBER OF COMMERCE, *26th June* 1890.

Messrs. JOHN FLEMING & Co.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of the 17th instant, asking that the charge for measurement on colored yarns shipped from Bombay should be reduced from one anna to 3 pies per bale, and that a refund should be granted to you of 9 pies per bale on all the colored yarn exported by you since the beginning of this year.

In reply, I am directed to inform you that colored yarn having originally been classed under the head of "Sundries," has been properly charged hitherto at one anna per bale, but under the rules of the Chamber a refund was obtainable on application being made by you within one month of the date of shipment, on all parcels of 100 bales or upwards which were of a uniform size. Amongst your shipments there is only one parcel of 200 bales shipped on the 19th May which admits of a refund being granted, and if you will make an application in the usual manner, this will be sanctioned. The Committee, however, are not disposed to make an exception in favor of your previous shipments, although for the future they have decided that colored yarn shall be classed on the same basis as grey yarns, on which the measurement fee is 3 pies per bale, when of uniform size.—I am, &c.,

JOHN MARSHALL, Secretary.

MEASUREMENT FEES.

BOMBAY CHAMBER OF COMMERCE, *26th June* 1890.

IT is hereby notified for general information that the fee of one anna per bale hitherto charged on Colored Yarns shipped from Bombay will, from 1st July 1890, be reduced to 3 pies per bale. The rates for other goods remain unaltered, the fees being as follows :—

At 3 pies per bale :—
- Cotton
- Wool
- Hemp
- Twist (white and colored)
- Rags
- Waste.

At 1 anna per package :—

Gunny bales (from Calcutta).
Piece-goods, and
Other miscellaneous articles.

With respect to the latter charge, a refund of nine pies per package will be allowed on shipments of one hundred packages and over, on the measurer certifying that the packages are of uniform size ; but all applications for refund must be sent in to the Secretary within one month from the date of shipment, and no refund will be allowed for sums under one rupee.

By order of the Committee,

JOHN MARSHALL, Secretary.

APPENDIX SS.

THROUGH-BOOKING OF GOODS BETWEEN BOMBAY AND PLACES ON THE SOUTHERN-MARATHA RAILWAY.

BOMBAY CHAMBER OF COMMERCE, 22*nd December* 1890.

The following letter is printed for the information of members of the Chamber. A translation in Guzerati is also appended for the information of native merchants and dealers.

L. R. W. FORREST, Chairman.

No. R. 71339.

SOUTHERN MAHRATTA RAILWAY CO.,
TRAFFIC MANAGER'S OFFICE,
DHARWAR, 28*th November* 1890.

MESSRS. SHEPHERD & Co., Bombay Steam Navigation Co., Bombay.

GENTLEMEN,—In view of your being about to take up the sea transport of through-booked goods between Bombay and places on this line of Railway, I would suggest, with the object of increasing the business, that you might induce some of the piece-goods merchants in Bombay to send representatives to call upon traders in the towns and villages served by this Railway.

I have been making enquiries lately about piece-goods and as to the reasons why many people obtain their supplies from Madras instead of Bombay, and I am informed that it is largely due to the fact that no attempt has been made to establish a Bombay connection, and the people know nothing, not even the names of firms in Bombay, through whom they could obtain piece-goods on quite as favorable terms as from Madras.

As yet we have not carried any piece-goods worth speaking of to places east of Bellary or into Mysore territory, and these places seem to me to offer a most promising field for the enterprise of Bombay piece-goods merchants. It is desirable in our interests that an effort should be made to introduce Bombay goods into these districts, and I should be glad if you would move in the matter.—Yours, &c.,

JAMES CRAIK, Traffic Manager.

APPENDIX TT.

ELECTION OF H. E. LORD REAY AS AN HONORARY MEMBER OF THE CHAMBER.

BOMBAY CHAMBER OF COMMERCE, 11*th April* 1890.

His Excellency the Right Honorable LORD REAY, G.C.S.I., G.C.I.E., LL.D., Governor of Bombay.

My LORD,—Desirous of marking in a special manner the appreciation of the great and important services which your Lordship has rendered to the mercantile community of Western India during your five years of office as Governor of the Presidency; and as an acknowledgement on your approaching departure from Bombay of the courtesy and sympathy with which you have at all times listened to and supported the views of the Chamber, the members have unanimously voted your election as an honorary member of the Bombay Chamber of Commerce, and I am directed to solicit the honour of your Lordship's acceptance of the nomination.—I have, &c.,

JOHN MARSHALL, Secretary.

MALABAR POINT, 12th April 1890.

Mr. BEAUFORT and GENTLEMEN,—In acknowledging Mr. Marshall's letter of to-day's date, I have the honor to express to the members of the Chamber of Commerce my heartfelt thanks for the great honor you have conferred on me by electing me an honorary member of your body. No permanent tie with the city whose commercial interests are so well protected by your influential Corporation could have been more valued than that which you have so kindly provided.

To me it is a great satisfaction to know that I have earned through your indulgence your goodwill and it is a great pleasure to me that before leaving the Presidency the construction of the Godhra-Rutlam Railway in the near future was assured.

That your untiring efforts to promote the expansion and the prosperity of the trade and of the manufactures and industries of this great city may meet with all success is my sincere wish.—I have the honor to remain, Yours, &c.,

REAY.

No. 171 I OF 1890.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 19th April 1890.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber, copies of Minutes by Lord Reay, late Governor of Bombay, on the Nira Canal and Sind Irrigation.—I have, &c.,

C. T. BURKE,
Acting Under-Secretary to Government.

MINUTE BY HIS EXCELLENCY THE GOVERNOR OF BOMBAY DATED 22ND MARCH 1890.

One of the largest public works in progress during my tenure of office is the Nira Canal in the Poona district. Having visited the works and having watched their progress with great interest, I desire to record some observations regarding this important project and the services of the officers who have been connected with it, and to add some remarks on the general question of the extension of irrigation in the Deccan and Southern Maratha Country.

2. The project owes its inception, like nearly all those yet undertaken in the Presidency, and all the more important of those yet undertaken in Sind, to Lieutenant-General J. G. Fife, R.E., formerly Chief Engineer for Irrigation, under whose orders the original survey for a project in the Nira valley was commenced in 1864, and who finally reviewed the designs and estimates for the complete work in 1872 in the form in which they were originally submitted to Government in 1877.

3. The district traversed by the works, comprising a portion of the Purandhar, the southern portion of the Bhimthadi, and the southern and eastern portions of the Indapur Talukas, is one of very uncertain and capricious rainfall, so much so, indeed, that there is frequently a failure of crops for several years in succession, and it has fitly been termed a drought-stricken district.

4. The works are described in a report, which has been specially furnished for the purposes of this Minute, as follows :—

The works may be divided into two divisions :—

(1) The main Canal.
(2) The storage works.

The main Canal.

2. The Canal head works are situated on the Nira river, about 10 miles east of the main Poona-Dharwar road, and close to the village of Vir, in the Purandhar Taluka. They consist of a weir built across the river at a right angle to its direction of flow, and continued through the left or north bank, and curved to the south so as to cross a large water-course called the Vir Nala, at a right angle, this end portion of the weir being then parallel with

the main river. The total length of the weir is 2,273 feet with its crest 42 feet above the original bed of the river. It is built of masonry and concrete, the width at crest level being 9 feet and that at river bed level 26 feet.

There are two subsidiary weirs, designed below the main weir. One 303 feet long and 50 feet from the main weir, across the Vir Nala, with its crest 14 feet below that of the main weir. The second situated on the Nira river at a distance of 940 feet below the main weir. Its length is 615 feet and its crest at a level 24 feet lower than that of the main weir, against which, therefore, a depth of 18 feet of the water is headed up. The bottom width of this subsidiary weir is 20 feet at river bed level and 9 feet at crest level, which is designed to be used as a road when the monsoon floods have subsided.

3. The catchment area of the Nira river at the site is 700 square miles, and the main weir is designed to discharge a flood of 158,000 cubic feet per second with a maximum depth of 7½ feet, representing a run off of ⅓rd inch per hour from the whole catchment.

The second subsidiary weir is designed to discharge a maximum flood with a depth of 20 feet on its crest, thus heading back the water against the main weir to a depth of 38 feet above river bed level.

4. At the north end of the main weir are situated the Canal sluices, consisting of 7 cast iron gates, each 4′ × 4,′ built in a cross wall at right angles to the main weir, and worked by simple screw lifting gear. The sills of these sluices are 8·35 feet below the crest of the main weir.

5. The total estimated cost of these head works amounts to Rs. 503,900.

6. The Nira Canal, starting from the head works, follows the contour of the country for a distance of 101 miles, with an average fall of 0·96 feet per mile, the level of the bed of Canal, where it tails into the end distributary, being 96·15 feet below the sills of sluices at the head works. The Canal is designed to discharge 4556 cubic feet per second at its head where its section is, bottom width 23 feet, side slopes 1½ to 1, depth of full supply 7½ feet, bed fall 5″ per mile. The discharge in the 101st mile is 75 cubic feet per second, the section being, bottom width 2·75 feet, side slopes 1 to 1, depth of full supply 6 feet, and bed fall 10½″ per mile. The Canal is also designed to enable all cross drainage to pass either under or over it, except in a few cases, round rocky spurs, where it is in single bank, allowing some drainage to enter the Canal. The total number of cross drainage works is 131, or an average of 1·3 per mile. The total number of road bridges and crossings is 43.

7. The largest and most important of the Canal masonry works is the aqueduct which carries the Canal in its 46th mile over the Kurra River. It consists of 13 arches, each of 30′ span, the clear length between abutments being 436 feet. The maximum heights of springing and of Canal bed above river bed are respectively 17 and 23½ feet. The total waterway up to springing is 5,920 square feet, the catchment area being 440 square miles.

8. The Canal commands a gross area of 274,447 acres or 429 square miles. This area is brought under immediate command by means of 61 distributaries, the total combined length of which amounts to 152 miles. The size of these distributaries varies from simple pipe outlet to the largest, which is designed to discharge 114 cubic feet per second, and commands 48,000 acres. The total net irrigable area commanded is 227,506 acres or 356 square miles. The maximum irrigating capacity of the Canal as designed, *i.e.* with a discharge of 456 cubic feet per second, is 71,000 acres, or 31 per cent. of the total irrigable command. All the masonry works on the Canal have been designed to allow of an increase in the discharging capacity up to a maximum of 760 cubic feet per second at the head.

9. The total estimated cost of the Canal, with the complete system of distributaries, amounts to Rs. 21,07,146.

Storage Work.

10. The Nira River during the monsoon discharges very much in excess of the Canal requirements, but after October the natural supply dwindles down to a very small stream. In order, therefore, to maintain an unfailing supply in the Canal throughout the year, a reservoir is designed to be constructed at Bhatghar, near the town of Bhor, and on the Yelwandi river, a tributary of the Nira. The site of the dam is close to the junction of these two rivers and 20 mile west of the Canal head works.

11. The dam, of masonry and concrete, is 3,020 feet long, with a maximum height of 127 feet above lowest foundation and 103 feet above the bed of the river. The top width is 13½ feet, designed to carry a roadway, and the maximum bottom width 76 feet. Two waste weirs are provided, one at the south and one at the north end of the dam. The roadway is carried over these weirs by piers and arches, the combined clear length of waterway provided being 810 feet. The total length of the dam and waste weir is 4,067 feet. The catchment area at the dam site is 128 square miles, most of which has a ghat rainfall. The waste weirs are designed to discharge a maximum flood of ⅛ inch per hour over the whole catchment with a depth of 8 feet over the crest. This is equal to a discharge of 57,000 cubic feet per second.

12. One of the chief features in the design for this dam is that provision is made for closing the waste weir up to the maximum flood level, thereby impounding water to a depth of 8 feet. above crest level and increasing the capacity of the reservoir by over 1,000 millions of cubic feet. This it is proposed to do by means of gates, those on the north waste weir being automatic in their action, and so designed as to prevent the water in the lake ever rising above 8 feet above crest level.

13. Another prominent feature in the design is the introduction of 15 large sluices in the dam in the river portion. The sills are 13 feet above the river bed, and each sluice is 8′×4′. They are designed to carry off the early monsoon floods which are heavily laden with silt and thus reduce the tendency to silting up in the reservoir.

14. The total capacity of the reservoir between sills of under-sluices and the level of maximum flood discharge is 5,200 millions of cubic feet.

15. The estimated cost of this work is Rs. 12,76,937.

16. The total estimated cost of the Nira Canal project, inclusive of all charges for tools and plant and establishment, is :—

	Rs.
Main Canal and Distributaries and Head Works...	26,11,046
Bhatghar Reservoir.....	12,76,937
	38,87,983
Tools and plant and Establishment.....	9,50,813
Total.....	48,38,796

5. The earthworks of the Canal were first undertaken during the famine 1876—78, but there was subsequently some delay in proceeding with the project as an Ordinary work, and it was not until 1881 that it was sanctioned as a whole and its cost ordered to be met from the Famine Insurance Fund, it being classed as a Protective work.

6. At the close of the year 1884-85, the main weir at Vir was built up to within 3 feet of the designed height and the main Canal was practically completed up to the 33rd mile. At the end of the current year the whole Canal, for a length of 101 miles, will be completed, and all distributaries up to and inclusive of No. 58 in the 91st miles will be in full operation. The dam at Bhatghar, which at the close of 1884-85 had been raised 20 feet above the river bed, was in 1889 raised so as to secure a storage of 63 feet, representing in volume 2,000 millions of cubic feet ; and by the end of this year it is anticipated that it will be raised so as to provide storage after next monsoon up to waste weir crest level or 3,700 millions of cubic feet.

7. Up to the end of 1884-85 the total expenditure had amounted to 27 lakhs; in the subseqent 5 years Rs. 19 lakhs have been spent, and the balance of the sanctioned estimate remaining unspent will be Rs. 2 lakhs only.

8. The Canal was opened in 1885 and has since irrigated the following areas :—

	Area Irrigated.	Area commanded.
	Acres.	Acres.
1885-86	11,195	59,685
1886-87	4,462	71,196
1887-88	5,528	84,129
1888-89	18,559	116,414
1889-90	16,000*	1,36,000

* Approximate.

In the first year the water was given free ; in subsequent years it has been charged for at a low scale of rates.

9. The works are of an importance and of a character in design and execution of which any country might be proud. They reflect the greatest credit on the whole of the officers employed on them, but chiefly on Mr. J. E. Whiting, M.A., M. Inst. C.E., late Acting Chief Engineer, C.D., who was first employed on the survey of the project in 1868 and designed the works as originally submitted in 1872 under General Fife's orders. The details have since, as is natural, undergone some modification, but substantially the design as a whole and in respect of the more important details is Mr. Whiting's, who has further had a large share in the supervision of their construction. The following are the names of the several officers principally concerned:—

Chief Engineers for Irrigation.

Lieut.-General Fife—Superintending Engineer for Irrigation—From 25th February 1867 and Chief Engineer for Irrigation—From April 1867 to March 1876.

Lieut.-General Merriman—From May to November 1875, and again from March 1876 to August 1877.

Mr. J. H. E. Hart—From September 1877 to September 1887.

Mr. J. E. Whiting—From June to July 1887, from October 1887 to January 1888, and from May 1888 to May 1889.

Executive Engineers directly in charge of the Nira Canal Works.

Mr. J. E. Whiting, M.A., M. Inst. C.E.—From November 1876 to March 1880.
„ October 1880 to June 1883.
„ October 1883 to May 1884.
„ January 1886 to June 1887 and August 1887 to September 1887.

„ C. T. Burke, B.E., M. Inst. C.E.—From June 1884 to January 1886.

„ W. H. LeQuesne—From July to October 1882 and May 1888 to date.

Assistant Engineers.

Mr. G. A. Bhat, L.C.E.—From February 1877 to November 1878.

„ A. Hill —From July 1881 to September 1887.

„ W. L. Strange—From November 1880 to Februray 1882.

„ S. N. Squire—From November 1881 to April 1886.

„ H. F. Beale—From November 1882 to June 1883, July to October 1886, September 1887 to date.

Principal Upper Subordinates.

Rao Bahadur Rawji Trimbuck—

Sub-Conductor D. Henry—(Since deceased.)

Mr. Rukhmaji Narayan—

„ Ganesh Janardan—

„ Samson Abraham.

„ P. J. Fernandes.

„ Narayan Vishnu Barve.

10. To the whole of these officers and subordinates the thanks of Government are due, and it is a pleasing duty to me to place on record my personal appreciation of the services of those who have been employed on the project during the past five years. I do so with some knowledge of the difficulties that have had to be met, many of which have come before me from time to time in transacting the business of the department, and of the isolation and discomfort to which the officers have been exposed by protracted residence in the districts in which the works are situated.

11. Up to the present time the storage works at Bhatghar being incomplete, the supply of water in the Canal has been restricted to monsoon and rabi irrigation, and there has been no room for that development of the irrigation and revenue which may be expected to follow when the supply is rendered perennial and opportunity is afforded for the cultivation of the more valuable crops, such as sugarcane, garden crops of all classes and the valuable hot weather fodder and grain crops.

12. It is difficult to gauge the importance of the work even in its incomplete state by figures, but the expansion of irrigation in 1888-89, a season of deficient rainfall, is an indication of its effect on the material prosperity of the people. The total rainfall varied from 11·58 to 19·84 inches. The effect of the work in supplying water for drinking as well as agricultural purposes to the arid tract of 182 square miles comprised in a district, extending over a length of 55 miles from Vir to Nimbgaon at the 80th mile of the Canal, can hardly be overstated. The benefit to agriculture is represented by the value of 18,559 acres of irrigated cultivation, which is estimated at over Rs. 5 lakhs; and with such a deficient rainfall, it is not (as remarked in the Resolution on the Revenue report) an exaggerated view to give the works credit for the whole value of the crops irrigated. Water was given free to 3,846 acres out of this total, and the water-rate assessment on the remaining 14,713 acres averaged only Re. 1-6-0 per acre. These figures show that every encouragement is being given to the rayats to avail themselves of the means of irrigation which the work affords, and I think that Government are acting wisely in offering such inducements in the first stages of the progress of irrigation on a large new work.

13. Considering the character of the works and their past history, the expansion of the irrigation on all the works of recent construction in the Deccan and Gujarat in the last two years must be said to be highly satisfactory. The figures for five years are as follows:—

Year.	Acres.	Approximate Average rainfall.
1885-86	59,450	22·92
1886-87	42,628	28·81
1887-88	46,187	26·35
1888-89	79,195	19·65
1889-90	85,000*	28·73

* Approximate.

14. Two steps of great importance to the financial future of the works have been taken: 1st, the working expenses have been considerably reduced by economy in establishments, and 2nd, the water-rates have been raised to a more real proportion of the value of the water. This latter step took effect generally from 1st April 1889, and the figures for 1889-90 show that the measure had no deterrent effect on the expansion of irrigation.

15. These facts give the promise of great improvement in the direct financial results, and I trust it may be such as to induce the Government to undertake further well-considered projects of the same character as the Nira and Mutha Canals. The improvement in railways and communications cannot fail to stimulate the demand for works affording the means for increased production, and I would venture to strongly urge that a supply of water to render a large proportion of the cultivated area independent of the vicissitudes of rainfall, and at the same time to afford means for raising the more productive crops which cannot be cultivated without artificial irrigation, is an essential element in any programme for the development of the material resources of the country deserving the attention of Local Boards as the representatives of agricultural interests.

16. Financial exigencies are such that it is impossible to hope that Government can embark on a large expenditure for this purpose without the prospect of a return; but I would urge that, as regards the Deccan in particular, strictly commercial principles should not be pushed to an extreme: that the capital and revenue accounts should not be burthened with fanciful book charges, and that the indirect advantages with such works confer should have great weight int determining the question of their advisability.

REAY.

MINUTE BY HIS EXCELLENCY THE GOVERNOR, DATED 7TH APRIL 1890.

Irrigation in Sind.

The question of irrigation in Sind is one which has occupied a great deal of my attention as the member of the Executive Council in charge of the Public Works Department. Its importance will readily be understood when it is stated that of the whole land revenue of the Province, which in 1887-88 amounted to Rs. 59¾ lakhs, Rs. 43½ lakhs is dependent upon the canals.

2. I think it can be claimed for the administration during my tenure of office that the whole of the demands for the maintenance and repair of the canals and river embankments made by the local officers have met with prompt compliance, and that every scheme of extension or improvement which was sufficiently supported by facts and data has been sanctioned, and funds provided for their execution.

3. The results, combined with those which have followed the introduction of the irrigational settlement, have been most satisfactory,

as will appear from the following table showing the expansion of the irrigated cultivation and canal revenue for five years :—

	Cultivation. Acres.	Canal Revenue, Rs.
1885-86	1,739,919	35,77,341
1886-87	1,814,650	37,77,985
1887-88	1,871,114	38,78,084
1888-89	2,118,635	44,69,436

The cultivation and revenue have thus steadily grown : the increase in 1888-89 as compared with 1885-86 is 22 per cent. in cultivation and 25 per cent. in revenue. A large proportion of the increase is on the new works constructed by Government in recent years, namely, the Desert Canal, Unarwah and Begari Canals in Upper Sind, and the Eastern Nara works in the Thar and Parkar District.

4. The inundation of 1888 was an indifferent one, wherers that of the past season has been favourable. I am informed that there is every prospect of the returns for 1889-90 showing a further very large increase. Estimates which have been framed set the probable area of cultivation at 2,500,000 acres and the canal revenue at Rs. 52,71,000.

5. The expenditure, including that on new works, has varied from 21 to 31 per cent. of the revenue. In 1888-89 it was 23½ and in 1889-90 it is estimated at rather more than 21 per cent.

6. In 1888-89 the net revenue realized by the four new works of recent construction after deducting for all working expenses, including a share of the land revenue establishments and provision for leave and pension allowances for the Public works establishments, amounted to Rs 7,15,762 or 8½ per cent. on the gross capital expenditure to the end of the year, which amounted to Rs.84,28,392.

7. These results are highly satisfactory, and are creditable alike to the revenue and irrigational administration.

8. Several important schemes for the improvement of the supply of water for irrigation are now in progress, and others are in contemplation. Among the former I may mention the scheme for a new feeder to the western Nara, estimated to cost Rs. 315,468, and to afford an additional supply of 2,590 cubic feet per second (maximum), or sufficient for the irrigation of an area of 55,000 acres of land on the Right Bank of the Indus in the Shikarpur and northern portion of the Karachi Collectorates. Another scheme in progess is the improvement of the Renwah, estimated to cost Rs. 83,969, and designed to increase the supply of water to the existing cultivation, and extend it by 28,000 acres in the Sakrand Taluka of the Hyderabad Canals districts. Besides these, some important improvements to the Fuleli Canal and extensions of the Eastern Nara system are in progress or just completed.

9. Of projected schemes I would refer particularly to a project which, with the approval of the Government of India and the co-operation of His Highness the Khan of Kelat, has been prepared under my orders for a new canal leading off from the regulator across the Sind Dhora in the 28th mile of the Kashmor Bund. The project follows generally the lines of a scheme proposed by General Jacob, and

is designed for the irrigation of from 103,000 to 180,000 acres of land in the Frontier district, according to the size of the canal. The larger canal will discharge 3,070 cubic feet per second, to be increased in floods to 3,906 cubic feet per second : its length would be 120 miles, and a large proportion of the lands it would supply consists of virgin soil now lying waste. The cost, according to detailed plans and estimates which have been prepared, is estimated at Rs. 19¼ lakhs (direct charges). The project is of a very simple character, Rs. 14½ lakhs out of the total of the estimated cost of the works (Rs. 15¾ lakhs) being for earthwork. The gross revenue is estimated at Rs. 3,30,000, and the revenue charges (including collection) at Rs. 1,45,500. The net revenue would thus be Rs. 1,84,500, or 9½ per cent. on the total direct outlay.

The objections to the scheme are that of the total area to be irrigated, 100,000 acres are in Kelat territory, and on this area a water-rate of Rs. 1½ per acre is to be charged, while the average assessment on land under the canal in our territory is Rs. 2¼ per acre : that there are vast areas in British territory for which water is urgently required, and from a financial point of view it does not seem advisable to expend capital on irrigating land which will pay a lower rate than would be realised for the same expenditure in our territory : that of the 80,000 acres to be watered in British territory, 30,000 acres are on the tail of the canal, and can only be irrigated by surplus water after 50,000 acres in Thal and Jacobabad and 100,000 acres in Kelat have been supplied and that experience shows that however large a canal may be, the supply which it was intended to give to the land at its tail invariably falls short : that it is not unlikely serious quarrels would arise between the Kelat zamindars and the zamindars in our territory at the tail regarding the distribution of the supply, and at present no means exist for the prompt settlement of disputes.

The project is now before Government, and I regret I have been unable to deal with it. It appears a favourable one, and I trust the difficulties above enumerated may be overcome. It should not be impossible for the Political Officers under the Government of India to come to an arrangement whereby the full value of the water for the irrigation of Kelat lands would be realized and some machinery devised for the prevention of disputes and the control of the distribution. Though practically difficult, these problems are not impossible, and should not, under existing conditions, entirely prevent the execution of so important a scheme which, besides affording increased means for inducing the Frontier tribes to resort to agricultural pursuits would be of special importance in providing forage at a very advanced position on the North-West Frontier Railway, and would also supply some of the railway stations with water, which is now procured at great expense.

10. As regards other schemes, I have recently had before me the proceedings of a Conference of Irrigation and Revenue officers, presided over by the Acting Commissioner in Sind, held at Shikarpur last January which recommend several important projects, including widening the upper portion of the Begari Canal, the survey for a new canal to serve the tract lying between the Begari and Sind canals, the improvement of the Sukkur Canal, and the improvement and exten-

sion of the Deharwah in the Rohri District. This Conference widely recommended the preparation of a series of district maps, showing the position and extent of unoccupied land fit for cultivation if water is supplied to it. These the Survey Department is to prepare, and they seem essential as part of a correct irrigational survey which should properly include a record of the levels of the country. As regards the several projects, no opinion can be expressed until they are submitted in a definite form after regular survey, but the proceedings of the Conference are an evidence of the great desire on the part of the officers of both Departments for material improvement in the means of irrigation which Government should not be slow to encourage.

11. But there is a question, which I desire to record, I regard as a very important one, and it is not a new one by any means. It is, are we right in improving and extending, and thereby perpetuating the existing system of inundation canals? The satisfactory increases in the cultivation and revenue in the last five years would, at first sight, appear to afford an answer to this question, but it was before remarked that a large proportion of that increase was on the new canals constructed by Government. If these works are excluded, I fear it must be said that little has yet been done to effectually improve the canal system in Sind. A large proportion of the cultivation is still carried on at enormous cost in labour for lifting the water on to the fields: and there are not more than perhaps 3 of the large canals with heads which are in any sense permanent and not liable to damage from changes in the river channel. The excellent paper written many years ago by General Fife, entitled "A Sketch of Irrigation in Sind, with proposals for its improvement," exposes the evils of the present system, many of which still prevail, and the loss it entails, and suggests effectual remedies. The subject is one I would commend for further consideration and enquiry in the light of General Fife's remarks, and I trust that such enquiry may prove the feasibility of his great project for the Rohri-Hyderabad Canal, or some other scheme, affording a permanent supply at a high level to the cultivable areas now irrigated by lift from canals at a great depth below the country, the supply in which is at all times precarious by reasons of fluctuations of the inundation and the instability of the river bank in which their heads are located.

12. I cannot close these remarks without recording my appreciation of the services of Mr. Lambert, the Superintending Engineer, and the other officers of the Irrigation Department in Sind. I have pleasure in specially naming, among the Executive Engineers, Messrs. Coghlan (retired), Thompson, Tate, Young and Single.

REAY.

APPENDIX UU.

DEPARTURE OF SIR FRANK FORBES ADAM, KT., C.I.E.

PORTRAIT OF SIR FRANK FOR THE CHAMBER'S ROOMS.

BOMBAY CHAMBER OF COMMERCE, *26th September* 1890.

SIR FRANK FORBES ADAM, KT., C.I.E., London.

DEAR SIR,—I am directed by the Committee of the Chamber to hand you herewith a Demand Draft, as per particulars at foot, in your favor, for £420, being the cost of your portrait (and frame) which the Committee understand you have had painted by Mr. Shannon in accordance with the arrangement made with you when leaving Bombay. I have to solicit the favor of your arranging to have the picture carefully packed and shipped to Bombay with as little delay as possible, as the Committee are anxious to be able to exhibit it at the next Exhibition of the Bombay Art Society which takes place early next year. Will you kindly see that the picture is fully insured, the cost of which, as also shipping and forwarding charges, I shall be happy to remit to you in receipt of a note of the amount.—I have, &c.,

JOHN MARSHALL, Secretary.

LONDON, 16*th October* 1890.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I have to acknowledge receipt of yours of the 26th ultimo enclosing demand draft for £420 to be applied to payment of picture, (and frame) now being painted by Mr. Shannon. I note the Committee wish the picture insured ; which I will attend to in due course. I also note that it is the wish of the Committee that the picture should reach Bombay in time to be exhibited at the next Exhibition of the Art Society. I have done all in my power to ensure this, but it is impossible for me to say with certainty when the picture will be ready. I have sat 3 hours a day (Saturday and Sunday) for the past 14 days and the artist has worked hard. My last sitting—the last necessary—is to be to-morrow ; but there is much to be done after that, and as Mr. Shannon, the day after finishing my sittings, goes off to Welbeck to paint the Duke and Duchess of Portland and from thence to Beauvoir to paint the family of the Marquis of Granby, it is not possible to say when he will return to London. In London he has at least

half-a-dozen sitters impatiently pressing him to give them sittings—all begun before mine but still only in the initial stages. Under the circumstances I fear I must prepare the Committee for the possibility of disappointment, although it may be that I am wrong. I may mention as showing the run on the artist that he has advanced his price from £400 to £800 without apparently checking his popularity. He has had 5 applications during the past week. Asking you to convey to the Chairman and members of the Committee the assurance of my respect.—I remain, &c.,

F. FORBES ADAM.

FAREWELL DINNER TO SIR F. FORBES ADAM, Kt., C.I.E.

The farewell dinner given by the Bombay Chamber of Commerce to Sir Frank Forbes Adam, Kt., C.I.E., at the Town Hall, on Saturday, 15th March 1890, was a most brilliant success. Indeed, it is questionable whether a more successful function of a similar description has ever been held in Bombay. The hall with its blaze of bright gas jets, its tastefully decorated walls, which were the especial care of Mr. John Marshall and some of his assistants, and the artistically laid out tables, presented a scene of the greatest cheerfulness. There were four tables in all, that at which H. E. the Governor, the chairman the Hon. A. F. Beaufort, Sir Frank Forbes Adam, and several of the principal visitors sat being immediately in front of the platform, while the other three were laid out in as many rows and extended almost the entire length of the hall. Shortly before 8-30 everybody who intended to be present had arrived, and the magnificent band of the Gloucestershire—which, by the way, discoursed an excellent selection of very tuneful airs during dinner—started playing—"The Roast Beef of Old England," to which the company proceeded to the tables. Not only was the repast, which was supplied from Watson's Hotel, of a highly *récherché* order, but the serving of it, which is more than half the battle on such occasions, reflected the utmost credit on Mr. C. H. Poncilit, the indefatigable manager of the hotel, who personally supervised the whole of the arrangements. The Hon. Mr. A. F. Beaufort, the new chairman of the Chamber of Commerce, occupied the chair, and amongst the company present were the following:—H. E. Lord Reay; Captain Forbes, A.D.C. to the Governor; the Hon'ble Mr. Justice Bayley; the Hon'ble Mr. Justice Birdwood; Messrs. W. E. Hart and C. P. Cooper; Captain Sir Henry Morland; Mr. H. Curwen; General Budgen; the Hon'ble J. B. Richey, C.S.I.; the Hon'ble Sir Raymond West; the Hon'ble T. D. Little; the Hon'ble N. N. Wadia, C.I.E.; Colonel Collingwood; Messrs. T. J. Bennett; J. K. Spence, C.S.; T. D. Mackenzie, C.S.; Colonel Merewether; Messrs. E. C. K. Ollivant, C.S., C.I.E.; John Nugent, C.S.; W. C. Hughes; Colonel F. Firebrace, R.E.; Colonel R. V. Riddell; Mr. Harry W. Williams; General B. H. Pottinger; Messrs. C. E. Pitman, C.I.E., George E. Ormiston; Surgeon-General J. Pinkerton; Messrs. M. H. Starling; James Jardine; Basil Lang; Colonel W. H. Wilson; Dr. Mackichan; Messrs. W. M. Macdonald; C. Douglas, F. C. Macrae, Leighton B. Ker, James Dickson, W. Bulluck; Dr. J. Temperley Gray; Messrs. B. Nicholson, F. M. Flower, C. J.

Wallace, H. E. Procter, J. H. Symington, L. R. W. Forrest, F. A. Reddie, A. Parmenides, W. Thacker, C. H. Byrne, W. N. Fleming, H. W. Patrick, A. Abercrombie, J. Black, R. H. Macaulay, H. Courtney Wright, J. Ellinger, C. H. Ross, James Douglas, S. D. Sassoon, W. Stark, M. Ostermayer, J. L. Symons, J. Fairclough, W. Brown, W. Hopper, D. Jackson, H. W. Jones, P. B. Savile, W. G. Mayhew, A. M. Gubbay, J. A. Cassels, W. Lang, J. Tintner, Max Denso, E. Honneger, E. Spinner, H. Chamlers, R. Valentine Reid, R. N. Mant, A. F. Beaufort; General J. H. White; Messrs. N. S. Glazebrook, C. H. Armstrong, John Stiven, J. B. Lee, E. W. Campbell, G. C. Mackay, E. Schoen, H. Robotham, M. Scouloudi, Ivan Verdeen, C. Agelasto, J. N. Dallaporta, M. C. Turner, H. O. Campbell, J. C. Bergendahl, H. G. Fidler, J. Janni, William Greaves, J. Murray, A. Marsden, H. W. Uloth, I. M. Shields; Captain Adamson (s.s. Rome); Messrs. George Cotton, A. Leslie. James W. Brown, E. Yeo, James H. Sleigh, Andrew Murray, W. A. Bell, G. McLaren, W. J. A. Foulkes, L. Aeppli, G. Müller, A. M. Todd, G. W. Moir, H. R. Cobbold, G. E. Schofield, D. H. Glade, G. O. Rasch, G. K. Heinrichs, A. Bruel, A. F. Simpson, A. Mair, J. Greenwood, Harold R. King, F. A. Owen, W. Richardson, E. H. Elsworthy, W. G. Wilson, G. F. Horbury, Jafferbhoy Taria Topun, F. Jan Mahomed, Sorabjee Framjee, Bapujee Sorabjee Framjee, F. A. Prevost; Major W. S. S. Bisset, R.E., C.I.E.; Messrs. J. R. Duxbury, J. M. Sleater, J. O'Connell, G. W. Roughton, A. McLaggan, Ahmedbhoy Hubbibboy, J. A. Shepherd, C. Agnew Turner, R. D. Hughes, A. Baird, H. Gill, J. Westall, R. M. Sayani, Jumnadas Lulloobhi, R. S. Campbell, J. F. N. Graham, A. P. Gould, E. M. Slater, S. Gore Browne, Henry Conder, X. Castelli, John Marshall, C. J. Michael, Clarence St. Paul. The following gentlemen were unable to attend :—Lieut.-General Sir George Greaves, K.C.B.; Colonel the Hon'ble N. G. Lyttelton; the Hon'ble F. L. Latham; the Lord Bishop of Bombay; the Hon'ble Mr. Justice Jardine; Major J. Humphrey; Sir Charles Sargent; Messrs. Grattan Geary, and W. P. Symonds, C.S.; Commander Montgomerie; Rev. T. H. Greig; Mr. J. M. Monteath, C.S.; Captain J. Hext, R.N.; the Hon'ble Justice Parsons; Rear-Admiral Sir E. Fremantle; Messrs. F. Bozzoni and S. Metaxas; Captain the Hon'ble A. G. Curzon-Howe; the Hon'ble Mr. Justice Scott; Flag Lieutenant J. S. Alderson; Messrs. A. Pallis and John R. Greaves; Major Gerald Martin; Captain John George Jones; Mr. G. A. Barnett, C.I.E.; Colonel W. Merriman, R.E, and Mr. A. Craigie.

After dinner, which was got through by about 9-30, toast-making was proceeded with.

The Chairman, who was enthusiastically received, proposed the toast of "The Queen-Empress," which being duly pledged, he gave "The Prince and Princess of Wales and other Members of the Royal Family." In regard to this latter toast he said :—Upwards of fifteen years had passed away since H. R. H. the Prince of Wales visited this country, and over twenty since H. R. H. the Duke of Edinburgh was in Bombay. During the past six and a half years T. R. H. the Duke and Duchess of Connaught had resided in India, the greater part of the time in this Presidency, where, as Commander-in-Chief of Bombay, the Duke won golden opinions, while the genial manner and kindly condescension of their Royal Highnesses endeared them to all

classes and all sections, civil as well as military, of Her Majesty's subjects. (Cheers.) It was with feelings of universal regret that but 46 hours ago they had assembled at the Apollo Bunder to bid adieu to their Royal Highnesses, and in a few days more they would be welcoming back to Bombay, where he commenced his tour, H. R. H. Prince Albert Victor of Wales, the eldest son of their King, to be the future Emperor of Hindustan. He was sure they would all agree with him that those roval visits had done an immense amount of good in increasing and cementing the loyalty and devotion of Her Majesty's subjects in this country to her Crown and person. (Cheers.) He, therefore, asked them to respond most loyally to the toast which he proposed—the healths of T. R. H. the Prince and Princcess of Wales and the other members of the Royal Family. (Loud cheers.)

The toast was enthusiastically pledged, the band playing the National Anthem.

The Chairman next proposed "H. E. the Governor." In doing so he said they had heartly responded to the royal toasts, and he had no doubt they would as warmly receive the next—that of the health of Her Majesty's representative in this Presidency, His Excellency the Governor. (Loud cheers.) He was not aware that their Chamber ever before paid a compliment, similar to the one of that evening, to its retiring Chairman, on the eve of his departure from India; but, even if it ever did, he felt pretty certain that its banquet was not honoured by the presence of the Government of Bombay. (Renewed cheers). He could assure His Excellency they felt deeply the honour he had paid them, not only in coming there that night, but when a few months ago he delivered an extremely interesting and very able address at a special meeting of the Chamber. That he should twice have spared the time to come among them showed pretty clearly the interest he took, and had taken in the prosperity and advancement of the leading commercial institution of that city, the second largest in Her Majesty's dominions. (Cheers.) The frequent references which they had had to make during his tenure of office had always been received most cheerfully, and, as he was sure, would be confirmed by their late Chairman who had had the privilege of representing them in His Excellency's Council during the five years Lord Reay had been their Governor. The boundless hospitality of His Excellency extended as it had so freely been outside of official circles, had also earned their special thanks. (Cheers.) In asking them to drink his health he will couple with it that of Her Excellency Lady Reay. (Loud cheers.) Honoured and beloved by one and all who had had the privilege of knowing her, it was scarcely necessary for him even to refer to the good work in which Her Excellency had been engaged for the last four years in extending throughout that city and Presidency the noble work inaugurated by the Marchioness of Dufferin—(cheers)—in ameliorating and relieving the condition of women of this country. (Renewed cheers.) In a few short weeks they would have to bid her and His Excellency adieu; but her name and her good work would live long after her in the memory and affection of the people of that city and Presidency. (Loud cheers.)

The toast was heartily pledged, the band again playing "God save the Queen."

H. E. the Governor, who was enthusiastically received, said in reply:—Mr. Beaufort and Gentlemen,—I thank you very heartily for the too flattering terms in which you, Mr. Beaufort, have proposed my health, and you, gentlemen, for the very cordial way in which you have responded to the toast of Lady Reay's and of my own health. I am convinced of the sincerity of your good-will, and I can assure you that I shall always look back, as one of the most pleasant memories of my five years' tenure of office, to the very cordial relations which have at all times existed between the Chamber of Commerce and the present Governor of Bombay. (Loud cheers.) And I need not inform you that this situation has been, in a large measure, due to the way in which your late chairman understood the art of creating and cultivating a friendly atmosphere in which subjects of a delicate nature could be appropriately handled by Government. (Cheers.) I trust, gentlemen, that the relations which have existed between the Chamber and myself will continue to exist, and I have no doubt they will continue to exist if you have always the good fortune of having a chairman like Sir Frank Forbes Adam. (Loud cheers.)

H. E. the Governor next proposed the toast of the evening—"Sir Frank Forbes Adam, Kt., C.I.E." He said: Mr. Beaufort and Gentlemen,—I have been honoured by the Chamber with the request—the mandate—of proposing the toast of the evening, namely, your honoured guest, Sir Frank Forbes Adam. (Loud and prolonged cheers.) I feel deeply the honour and the responsibility which have been thrust upon me by your confidence. I am aware that a great many gentlemen here present would have spoken with a much greater knowledge of the topics which have to be handled than I can claim to possess. But, gentlemen, of this you may be assured, that I fully realise the importance of the interests which the Chamber of Commerce of Bombay has to protect. I shall not dive in an after-dinner speech into a great number of figures, but some figures are so eloquent with regard to our trade that they cannot fail to be of interest. The whole trade of India represented in 1879-80 a total of Rs. 1,20,50,00,000, while in 1888-89 it represented a total of Rs. 1,79,09,00,000, or an increase of nearly Rs. 60,00,00,000. Now, what was Bombay's share in this trade? In 1879-80 Bombay had of that trade 38 per cent. and Bengal 42 per cent.; but in 1888-89 Bombay had 39, nearly 40 per cent., and Bengal only 38. (Cheers.) The value of the trade of Bombay in 1879-80 was Rs. 5,99,00,000 and of Bengal Rs. 51,75,00,000, while in 1888-89 we find that the total for Bombay was Rs. 65,41,00,000 and for Bengal Rs. 63,52,00,000. Now these figures show the prosperity of Bombay in the past, but they show also energy and activity which prevail in our commercial circles. I think these facts are extremely encouraging, and encouraging for this reason, that during these last years the competition in Bombay between commercial houses has been excessively keen—(cheers)—and that our trade rests upon very small profits. (Hear, hear, and laughter.) Now I do not think we have any reason to complain of this, beecause I attribute to this very fact that there is this keen competition that we have been so succesful. A great authority upon Indian affairs told me that nothing had struck him more than the difference between the manner in which commercial and industrial pursuits were carried out in this part of India, and in other parts of India which I shall not mention. (Cheers.) Now the Chamber of Commerce has to take a lead in these matters to preserve these

traditions. I know it does not absolutely control them, because you depend upon the intelligence and the energy of individuals; but still these individuals in their aggregate character form the Chamber of Commerce, and the character of the Chamber besides depends very much on the person who is at its head and guides and controls its destinies. And if the Chamber has exercised such a powerful influence during these past years, credit must be given to your late chairman, Sir Frank Forbes Adam. (Loud cheers.) It is almost impossible to mention any important event in recent commercial history without connecting it with the name of Sir Frank Forbes Adam. (Renewed cheers.) Therefore, if I have to mention a great many matters connected with commerce, it is not that I want to be the historian of the hour, but it is because Sir Frank Forbes Adam is connected with every one of them. With regard to legislation, here are a few important measures which will always be connected with his name, the Indian Railway Bill, the Indian Bankruptcy Bill, the Indian Merchandise Marks Act, the Karachi and Aden Port Trusts Act, and last, but not least, that Act which has, and which will have, a still greater influence on the destinies of this great city—namely, the Municipal Corporation Act of Bombay. (Cheers.) With regard to the great question of railway extension Sir Frank Forbes Adam has always been a most valuable adviser to Government, and if there are in India at this moment not more railways it is not because he did not press them upon our attention. (Laughter and cheers.) The Prince's Dock extention, the systematic and extensive reduction of Port dues—a matter of the utmost importance to the prosperity of this commercial city—were promoted by your late Chairman as a Port Trustee; and here I may be allowed to say that, if there is one Corporation more than another which performs useful duties, performed in an unostentatious way, it is the Port Trustees and their distinguished chairman, Colonel Merewether. (Cheers.) I am very glad you have given me this opportunity of mentioning this fact, because Government have to rely on the Port Trust to give every encouragement to the growing trade of this city, and with an efficient Chamber of Commerce, and a cautious Board of Port Trustees, the commercial interests of Bombay are safe. (Cheers.) There is another subject in which I have personally taken a great interest—I mean the question of the adulteration of wheat. The Secretary of State was anxious to know the wishes of the Bombay trade, and it was through your late chairman (Sir Frank Forbes Adam) that I was able to give your opinion. Another matter of great importance to many members of the community—I mean the legal standard of length in the English yard of 36 inches—was satisfactorily settled by Sir Frank Forbes Adam. Then a question, which is still unsettled, but which was skilfully discussed by Sir Frank, relates to the employment of the surplus Treasury Balances of the Government of India. (Laughter and cheers.) I may further allude to the system of up-country weather and crop reports, which have now been incorporated with the daily weather chart. I may, perhaps, mention a few other matters in which Sir Frank Forbes Adam has played a leading part, and I am largely responsible for the part he has played in them, because I had, in several instances, to invite him to take them up. He was Chairman of the Extension Committee of this Town, Chairman of the Scottish Orphanage, Chairman of the Central Press Committee, Chairman of the Railway Overbridges Committee, Chairman of the Dockyard Basin Commit-

tee, Chairman of the Railway Committee, and Chairman of the Bank of Bombay. All the reports issued by the different Committees on the various matters of vital interest to this city bear the internal evidence that Sir Frank Forbes Adam was not only Chairman but that he took an active and leading part in the settlement of these questions. (Cheers.) Last, though not least, I may mention the Victoria Jubilee Technical Institute. (Cheers.) I think I may be pardoned here for thanking Sir Frank Forbes Adam personally for the interest he has taken in that now very prosperous institution. The importance of his connection with that institution lies in this : that it showed the public that how very close is the connection between the prosperity of your trade and of the rising industries of India. (Cheers.) That is a fact which I believe is not yet sufficiently recognised, and I hope it will be more and more recognised, that in India the field for new industries is still hardly developed, and that it is impossible for us to foretell what may be in store for us in the future. If we ourselves do not care to use our opportunities there are those who will. I shall not read to you the whole of this very remarkable letter, but its purport is this. It is from a gentleman who writes from Alsace. He asks me whether there is any chance of profit for him if he starts a factory for the manufacture of paper of the pattern which I hold in my hand ; he asks me why the existing paper mills in India have not succeeded ; he asks me the price of coal, whether our labourers are intelligent, whether we have got a great many works for machinery, what is the price of straw and mortar, and what the influence of the climate is on European articles. Now it is an extremely remarkable fact that this evidently very intelligent gentleman should think the industrial era has now reached in Bombay such a preponderance that the Governor can answer all these questions. (Loud laughter.) Of course I shall refer him to his Consul, and his Consul will perhaps consult the Chamber of Commerce. Meanwhile this document will be kept in my archives as an extremely interesting document showing what may be expected in the future, which will in that case be a return to the past and the Company's days. There is another fact in regard to the industrial development of India which is not less significant. A foreign firm sends emissaries to India to learn certain scientific processes, and it pays them because the result is to create a demand for one of the ingredients which they manufacture. Now what does all this show ? It shows that science at this moment is used for purposes of competition to cheapen imports and exports, and it is a fact which the Chamber of Commerce will do well to lay to heart and to keep before our own countrymen here and elsewhere so that we may reap the full benefit of this application of science to industry. (Cheers.) Your late Chairman was wide awake to the necessities which are the result of international rivalry, and I personally have a very strong conviction that Government have in this matter of stimulating the latent material resources of India still a great task before them. I rely on the Chamber of Commerce to keep Government up to the mark and on Sir Frank Forbes Adam's successors to keep mine to the mark. (Laughter and cheers.) Sir Frank Forbes Adam has been going through an ordeal of farewell addresses which I think will make my friends of the Civil Service recognise that there is something to say for the order of the Government of India that they are not to receive farewell addresses. (Laughter.) But, on the other hand,

it must have been to Sir Frank Forbes Adam a most gratifying ordeal to go through, to see how all classes of the community of this city, not only his own immediate circle of friends, who, of course, are best aware of his manifold merits, have thoroughly appreciated what he has done for this city, for this Presidency, and, let me add, what he has done for India. (Cheers.) And we must not forget that amidst the performance of all those public duties the house of Graham has not been forgotten—(loud cheers)—and that the partners of that house have no cause to regret the choice of such an excellent representative. Gentlemen, I have now only to bid in your name a most hearty farewell to Sir Frank Forbes Adam—(Cheers)—to tell him that he is parting from us as a friend, that he will not be forgotten in this town, and that his name will live in the annals of the Chamber of Commerce as one of its best presidents. I have the honor to propose the health of Sir Frank Forbes Adam. (Loud and prolonged cheers.)

The toast having been drunk with "three times three and one cheer more" and another for Lady Adam,

Sir Frank Forbes Adam rose amidst loud and continued cheers to reply. He said :—Mr. Chairman, your Excellency, and Gentlemen,—I wish to thank you with all the strength and force that I can put into words for the cordial and enthusiastic reception you have given to the toast just proposed. I feel that His Excellency Lord Reay has painted my picture with a partial and friendly hand, hiding blemishes and defects, and illuminating beauties. It is more a presentiment of what I would attain to than a portrait of me as I am. But the hearty reception you have given to his words supplies life and reality, and I thank you from the bottom of my heart for your great kindness. (Cheers.) His Excellency has referred to many matters affecting the trade and commerce of Bombay in recent years. Perhaps, you will permit me also to allude briefly to some of the subjects already spoken of, and to others that have had a large and important bearing on mercantile interests. Trade and Commerce flourish best where there are confidence, security and peace. We have for long had peace within our border, but till recently scares were not uncommon, and spasms, vacillations, uncertainty, and change of plan characterised the policy pursued in the North-West Frontier of India. Each move of Russia was a cause of fresh and often aimless expedition. These days have passed away. Originated by the foresight and sagacity of Lord Dufferin—(cheers)—continued by the clear, calm judgment of Lord Lansdowne, both assisted by the knowledge, energy, experience and pluck of Sir Frederic Roberts—(loud cheers),—a well thought out and carefully prepared scheme of defences is being rapidly carried to completion. There are some who think, a fortified frontier is unnecessary, that the expense is a needless tax on the resources of the people. I venture to think that the day will come when the most hostile critic will confess that for every pound that has been spent millions have been saved, and that the so-called lavish expenditure of the past five years will be shown to have been of the nature of the wisest economy. (Cheers.) If we turn in other directions we find that the defences of our harbours have had great attention paid to them, and although within the last few days we have been told on the highest authority that much has still to be done, yet it is a first step towards getting what is required to know what is really wanted. (Cheers.) In connection with defence, Burmah must not be forgotton. It was the

fear of danger to the safety of India that in the first instance led to Lord Dufferin's policy—a policy that has resulted in turning a badly-governed and oppressed country into one that is becoming contented, prosperous, and settled ; a country that will, I believe, one day swell, instead of being a tax on the general revenues of India. His Excellency has alluded to the interest I have always taken in railways. I have regarded them, gentlemen, not only as tending to the development of the material resources of the country, to protection from famine within and foes without, but also as having a high educational influence. They lead people to move about to acquire new wants, and to seek the means and find the means of gratifying them. They break down prejudices, and further the interchange of intimate relations between various creeds and races. All connected with commerce know how much they increase the interchange of good understanding and friendliness, between natives and Europeans throughout the country. Well, in Bombay, much has been done in ten years past. The Southern Mahratta lines have been opened, so has the West Portuguese, the Indian Midland has been begun, finished, and is now in full swing. The construction of the Nagpore-Bengal is progressing. The Godra-Rutlam has been sanctioned by the Secretary of State, and only awaits the final orders of the Government of India. (Loud cheers.) And, if we turn to private enterprise, if it may be so called—because native and European private capitalists have not yet taken up independent railway construction, although the day for that is no doubt approaching—we find many Princes and Chiefs in the Western Presidency constructing lines within their own territories, and opening up the resources of the country committed to their charge. (Cheers.) This is a satisfactory and full record. But by ceaseless action all that is subsists, and Bombay will, no doubt, keep pressing her further wants on the authorities, and will obtain, I trust, a full measure of future development. During the past eight years there have also been International Exhibitions at Amsterdam, Antwerp, London and Glasgow, at each and all of which the raw products, artware, and industries of the Bombay Presidency have been fully represented, leading to the diffusion of knowledge in England and the Continent of Europe, and what India is capable of supplying, and conducing to an increase and expansion of trade and commerce. We nearly had a great exhibition in Bombay. It is one of my regrets that our efforts were brought to a fruitless end. I am carrying home with me as a *souvenir* of "love's labour lost" the guarantee bonds for 33 lakhs of rupees, the signatures to which were obtained with the labour of months by myself and colleagues, some of whom I see sitting here to-night. Coming to Bombay we have had in three years a great increase in the number of our mills. Perhaps they have lately increased too quickly. But it is a temporary trouble, and for every cotton mill now in Bombay I prophesy that 20 or 30 years hence there will be two. Other manufacturing concerns are springing up around them to the great advantage of the people of the Presidency, for they give employment to the natives of the country who are now too much dependent on agriculture for the means of subsistence. We have a new Wet Dock—The Victoria Dock—probably the finest Wet Dock in the world. A Graving Dock will soon be ready. We have had the charges of the port cheapened, and many facilities added to those frequenting our grand and magnificent harbour. And here I would like

to step aside for a moment to endorse, and endorse heartily, the words of eulogy spoken by His Excellency respecting Colonel Merewether, the Chairman of the Port Trustees. (Applause.) Having been on the Board during seven years of his chairmanship, I can speak with experience to the able, conscientious, and painstaking way in which he has performed the arduous duties of his office. (Applause.) To His Excellency Lord Reay we owe a new European General Hospital—(loud cheers)—after years of complaint and grumbling and the discomfort and inconvenience of the poor patients, and to him also we owe a Technical Institute, that will prove a model for all future similar institutes in India, and the value of which will become year by year better understood and acknowledged. I speak of this because it was Lord Reay who originated the idea, and I had only the privilege and pleasure, with the assistance of my colleague on the board and energetic honorary secretary, Mr. Wadia, in giving practical effect to his views. To him also we owe a scheme by which our great and beautiful city will extend on an orderly, suitable and well-organised plan. Gentlemen, I wish to take this opportunity of publicly expressing my deep sense of the unvarying courtesy and attention with which His Excellency Lord Reay and the members of his Council have treated all representations during my connection with the Legislative Council. (Cheers.) Always easy of access, always tolerant of opinion, even when materially differing from their views, and always ready to consider and weigh suggestions made. Gentlemen, I wish to take this opportunity of publicly acknowledging my cordial relations and the help I have received from heads of departments, civil and military, in this presidency, the representatives among us of two of the finest services the world has ever seen. (Loud cheers). And I wish to acknowledge the great encouragement and support I have received from our cleverly conducted local press. (Cheers.) A friend on my right, Mr. Justice Bayley, once said to me "How is it the press is habitually civil to you"? I thought no man was really worth much till the press abused him." Gentlemen, I must take refuge, and shelter myself behind your decision, and I feel you have decided to-night I am not altogether unworthy. (Laughter and loud cheers.) Gentlemen, I have detained you already too long, but it is difficult to know where to stop on an occasion such as this. I could go on speaking all night of Bombay and its attractions. For I feel that interesting and remarkable as has been the progress in the past, the future is pregnant of developments still more interesting and still more wonderful. (Cheers.) I only wish it were permitted to me to take a part in the work of it, and by further efforts endeavour in some small degree to create an approximate balance between deserts and your appreciation. For I feel, gentlemen, that your splendid hospitality to-night, and the high encomiums poured on me by His Excellency Lord Reay are only yet partly earned. Gentlemen, it has been my ambition to obtain your good-will and esteem—an ambition that I may confess to without a blush, and I leave these shores in a few days, proud and happy, because you have shown me to-night that my ambition is gratified, that I have obtained and possess your affection and regard, and that of the many friends—friends to you and friends to me—that have gathered round us to-night. Therein lies my greatest honour, my greatest pride, and my greatest satisfaction. (Loud, long, and continued cheers.)

Mr. Forrest, Deputy Chairman, in proposing the toast of "The Army, the Navy, and the Volunteers," said: This triple toast was sure of a warm welcome at such a gathering, for conquest and commerce in these days seemed inseparably allied. Trade pressed closely on the footsteps of the British flag, and increased and expanded under the protection of a peace, preserved not only by our increased naval armaments, but also by the reputation earned by our soldiers and sailors in the past. While the former heroic deeds of the Army and Navy were a heritage of the nation of which we were justly proud, and their history a legacy of literature, than which there was nothing more thrilling or more ennobling, he would ask them in drinking to this toast to remember those who in the present time maintained the honour of the British flag in frontier wars—in Afghanistan, in Burmah—who restored peace and order as Sir Frank Forbes Adam had told them, and become the pioneers of civilization, while braving an enemy tenfold more powerful than any they met in the battlefield, the pestilence that walketh in darkness, the malaria, and the effects of climate, which made such havoc in their ranks. With the toast of the Army he coupled the name of General Budgen, who, they were glad to see, had recovered from the effects of his accident. He regretted that H. E. Sir George Greaves, the new Commander-in-Chief, had not been able to make his first public appearance at their table, but he would see many of them on parade and on the hunting field, which would, no doubt, receive the support of Sir George Greaves' presence. Sir Henry Morland would reply for the Navy, than whom no man was better fitted to reply to such a toast, still it was a great regret to them all that no officers of H. M.'s Navy were present. When the great naval dock was finished, Bombay would become *the* naval station of the East Indies. At present the visits of the Navy were like those of angels few and far between; but the more we saw of them, the more we wanted to see of them, and they would be a great acquisition to Bombay society. That distinguished seaman, H. E. Admiral Fremantle, had seized the Thames, and, but far unvoidable circumstances, would also have taken Bombay, the second largest city of Her Majesty's Empire, in spite of the efforts of the Artillery and Rifle Volunteers—with whose toast he would couple the name of Colonel Bayley. In the honourable career of that gentleman, from the time he left Eton up to the present, it was probable nothing had given him greater pleasure than leading his regiment to repel the late attack of the enemy near the Vellard. Probably it was the sight of the Colonel and his regiment that caused the enemy to retreat and put out to sea. (Laughter and cheers.)

General Budgen, in responding on behalf of the Army, said after the very eloquent address which they had listened to that night it would be impertinence for him to attempt to make a speech. ("No, No.") He could only thank them for the very cordial way in which the toast proposed by the deputy chairman had been received. Though they were not men of war, he had no doubt his hearers knew that with regard to army operations secrecy was one of the first points that should be considered for without it those operations could not be carried out. He was quite sure that they were all interested in the defence of Bombay, and that none of them would intentionally do anything towards lessening the successful defence of this important port. (Cheers.) He mentioned this matter, because a short time ago

a very confidential communication addressed to commanding officers appeared in a public print here. This, as a matter of fact, was of little moment in the present instance, but in a real case of war a thing of that sort published to the world might be attended with very grave results—(cheers), and he could only appeal to them as men of peace to assit the men of war in keeping secret things that were intended to be kept secret. As they all knew, during the last few days there had been a rehearsal of what would occur if war actually took ploce, and personally he had to thank everybody who had any connection with it. Perhaps they did not know that some little while ago orders were issued from his office to every commanding officer what they were do when they received the telegraphic message or a memorandum stating "Prepare for the attack on Bombay." Every commanding officer acted upon this, and he (General Budgen) could honestly say that he did not know of one single instance in which the question had been asked, "What am I to do?" (Cheers.) All the troops went at once to their respective stations, and His Royal Highness the Commander-in-Chief, who was here at the time, visited all the posts. He (His Royal Highness) took a great interest in the operations, and expressed himself thoroughly satisfied with the way they were carried out. (Cheers.) He (the speaker) knew that the Regulars had their laurels to look to, for if they could believe the special correspondent at Malabar Point, they (the Regulars) were only second to the Votunteers. (Laughter.) But still with all that, they would attempt to do their best if ever there was a real attack on Bombay. (Cheers and laughter.) Putting all joking aside, he would like to take that opportunity of thanking the citizen soldiers for the very able part they took in the rehearsal, and especially the Artillery Voluteers. (Cheers.) There was no doubt that they not only demolished the out-works, but also the provisions of their gallant Major. (Loud laughter.)

Captain Sir Henry Morland, in replying on behalf of the Navy, said that he had hoped some one else would have been present to have responded to the toast, and that his interest in the matter would have been confined to drinking to it most heartily without being called upon to make any observations. He could only attribute the position he found himself in to the very warm and hearty feeling that had always existed between the service to which he had had the honour to belong and the mercantile and commercial community of this city—he referred to the old Indian Navy, which was a sister service of the Royal Navy. The discussion of the merits and demerits of the Royal Navy placed him somewhat at a disadvantage, but he felt that in responding to that toast he was advocating the claims of a noble and grand service. (Cheers.) He was sorry that no officer of the service was present to do justice to the toast, but he did feel that the recent misunderstanding or difference as it might be with Portugal had called forth an opportunity of showing the resources of the British Navy by the assembling of a grand squadorn at Zanzibar of fifteen ships unsurpassed by any nation in the world, ready to sweep the Eastern seas of any enemy. (Cheers.) The prestige of the Royal Navy was such that he felt it would never be overpowered by any foreign nation, despite those who were constantly saying that the Navy was inefficient and undermanned. (Cheers.) In conclusion he observed that the Navy would always be the brightest gem in the British Crown. (Loud cheers.)

Lieutenant-Colonel the Hon. L. H. Bayley, in replying for the Volunteers, said it was commerce which had made Bombay what it was, and raised it to that proud pre-eminence amongst all the cities in the world which it held at the present moment. It was to commerce, or, more correctly speaking, to those engaged in commerce, such as in houses like that of his dear old friend, Michael Wyer, well known in the Chamber of Commerce, and to the assistance and to efforts of those connected with commercial pursuits, that the officers, non-commissioned officers, and rank and file of the Volunteer force in Bombay was largerly recruited. (Cheers.) Mr. Forrest, though usually correct in all he says, had made one or two mistakes. He told them they had no colours. He (the Colonel) presented his corps with a set ten years ago; but by the regulations of the service they were not allowed to carry them. Bombay was in a very different position now from what it was in May and June of 1857, when the Mutiny broke out, and there was no Volunteer force in the city. He had been told by his friend, Sir Matthew Sausse, who was Chief Justice in Bombay for many years, that when it was known in the city that one of the regiments was on the point of Mutiny he and all other Europeans living on Malabar Hill and on Cumballa Hill were ordered, if the worst came to the worst, they were to assemble at Altamont, a house which most of them knew, and there defend themselves with such weapons as they had as best they could. (Laughter.) They had no numerous Volunteer regiments in Bombay, although the part his corps took did not apparently satisfy some people a few mornings ago in connection with the naval and military manœuvres. It was, however, no fault of theirs that after a march of some three miles the affair was at an end when they reached their destination. (Laughter.) He thought his corps desired credit for the part they took, and deserved the encomiums passed upon them by His Royal Highness the Commander-in Chief. It was a matter of satisfaction to them that they took the part they did in the largest parade that has ever taken place in Bombay, when nearly 4,000 troops were present, the censure that was passed that they did not march past so well as they might have done being applied to all. The Volunteer moment was one which had the good wishes of the Government of India, but he thought that some other means ought to be resorted to hold out fresh inducements to endeavour to recruit some of the thousands of Europeans who are now in Bombay, but who had hitherto not been tempted to join the corps in existence in the city. (Hear, hear.) The movement was, indeed, one of the greatest importance. Speaking himself as the oldest member of the oldest Volunteer Corps in Bombay, he would be very glad to receive a few more hundreds of Europeans and Eurasians. Whether the Government of India was anxious to assist in the development of the Volunteer system he was unable to say; but, so far as he himself was concerned, he should like to see all the three corps—Light Horse, Artillery, and the corps with which he had been connected for upwards of eleven years—largely increased by the Europeans of this city. He thanked them on behalf of the different corps, not only of those he had mentioned, but of the G. I. P. and B. B. & C. I. Railways, for the manner in which the toast had been honoured. (Loud cheers.)

Mr. Harold R. King, in proposing "The Bench and the Bar," said on him now devolved the pleasant duty of proposing for their cordial reception the toast of the Bench and Bar, those grand institutions

of their nation which differing sometimes in questions of detail, yet divided never in principle, were ever present to the admiration of other nations the embodiment of justice, and the exponents of reason. To them most as commercial men it was a great satisfaction to feel that in the differences of opinion, which must of necessity sometimes arise between those who bought and those who sold, they had a court of appeal distinguished for its uprightness, unswerving probity and moral strength; and to all who had given hostages to fortune in this great Presidency of India there was a feeling of security in knowing that here at least "the calm divinity of justice sits and pities while she punishes mankind." England, that little body with a mighty heart, had ever been proud of her Judges, and it had been a foremost tradition of the English race that justice was the fundamental and almost only virtue of social life. In Bombay the conditions of life were somewhat different, yet the feeling was the same, for commerce tended to wear off those prejudices which maintained distinct on and animosity between nations. It softened and polished the manners of man, and united them by one of the strongest of all ties—the desire of supplying their mutual wants. And so in this great city where so many men of different nationalities walked together in the paths of commerce *all* were imbued with that respect for justice which Englishmen claimed as their birthright. And to this sentiment which prevaded society here the judges were the chief contributors, and most of them could recall instances where their judges had stood forth as champions of their rights and defenders of their liberties. In connection with this toast he would couple the name of Mr. Justice Birdwood, whose modesty was to his merit as shade to figures in a picture giving it strength and beauty. Of the Bar how could he speak otherwise than in terms of the highest admiration? When they saw a selected body of men stopping out here year after year in defiance of climatic, bimetallic, and other adverse influences, solely for their benefit, how could one do otherwise than admire their self-sacrificing natures. (Loud laughter and applause.) Sterne had defined courtship as consisting in a number of quiet attentions not so pointed as to alarm nor so vague as not to be understood. He (Mr. King) did not think Mr. Sterne had altogether the Bombay Court Procedure in view when he gave this definition, but to him (the speaker) it seemed singularly appropriate, and he would further render homage to the erudition and knowledge displayed by the Bar when dealing with any subject of commerce, however intricate. They would have spent their lives in this or that line of business stood amazed when they saw with what glib ease the barrister mastered all the difficulties and turned the situation to his client's benefit, lengthening his piece-goods and making fair cotton fully good. He had met but few barristers professionally, but the Poet Laureate had lately sung that "I shall meet the Judges face to face when I have crossed the Bar." (Laughter.) Personally he would rather not. (Renewed laughter.) He was content to avoid that Bar to his preferment, and to meet the Bar in a social sort of way, as on that evening when John Doe and Richard Roe were as mere sounds of fury signifying nothing. Besides, he thought to go to law was for two persons to kindle a fire at their own cost to warm others. But there were many who would agree to unplume themselves that others might be decorated with their feathers, and it was, he thought, highly creditable that a body of men should at

probably great personal inconvenience elect to live out here and carry on the noble work of increasing the labours of the Bench (Laughter and applause.) In connection with this toast he would give them the name of Mr. M. H. Starling, who, not unmindful of that beautiful hymn for barristers—he did not remember all the words, but it began, "*Brief* life is here our portion"—had been amongst them for some years to the exceeding admiration and joy of the junior members of the Bar. (Loud applause and laughter.)

The Hon. Mr. Justice Birdwood, in replying to the toast, said that in rising to reply, at very short notice, to the toast which had just been proposed in such handsome terms, he would ask them to allow him to express the regret, which he felt sure was shared by all present that evening, that the learned and respected Chief Justice of Bombay was unable to be present to acknowledge suitably, as he best could, the toast of "the Bench." In his absence, he ventured, on his behalf and on behalf of his colleagues generally, to thank them most sincerely for the manner in which they had accepted the toast. It went almost without saying that the Judges of India, as in all other parts of Her Majesty's dominions, had always much serious work to deal with. The nature of their duties often prevented them from taking a part in many of those entertainments of a more or less public character which formed so constantly recurring a feature of their modern social life; and especially was that the case as regarded entertainments which stretched far into the night. No doubt, a very great poet had said, "O Night! thou wert not made for slumber." But the necessity for keeping awake during the working hours of the day could never, he thought, have been present to the mind of the poet; and that necessity imposed on the Judges, who had to work in that fierce light of publicity which always beat upon the Bench; it imposed on them, he said, the further necessity of plain living and early hours. Nevertheless, if by the stress of circumstances, if, under the seductive pressure of an invitation from so important a body as the Chamber of Commerce, to assist at so important function as that on which they were now engaged, they were compelled to break at any time the simple rule which regulated their lives, then it was especially gratifying to them, on such an occasion, to receive such satisfactory assurances as they had received that night that their work met with the approval of their fellow-citizens. Of course, the highest satisfaction that any class of public servants could have in the discharge of their duties must be in connection with the work itself which they were called upon to do. If a man could do good and useful work, which would stand the test of time, he had something to be thankful for. He needed no higher reward; and he ought to seek none. But still it would be the idlest affectation for any public servant to pretend an indifference which no sane man could feel to the opinion of his fellowmen. And when that opinion was formed by anybody of men who were in a position to arrive at a sound judgment, it acquired a peculiar value. Now it was obvious that the members of the Bombay Chamber of Commerce were well qualified to estimate aright the benefits to be derived by the whole mercantile community from the regular and efficient administration of justice. When, therefore, the toast of the Bench was so heartily received, as it had been, by that great assembly that evening, the Chief Justice and Judges had good reason to be gratified. He thanked them cordially, both for the way in which the toast had been proposed and

for the way in which it had been received. Though the hour was late, he could not sit down without saying how sincerely he regretted with all present the loss which they should all sustain by the departure from these shores of the eminent merchant and public-spirited citizen in whose honour they were met there that evening. (Loud cheers.)

Mr. Starling, in responding for the Bar, said Mr. Harold King had closed his address with the words "Brief life is here our portion," and happy were they who could attain to brief life; but at the same time must confess that there were some of his juniors who were rejoicing, although they had not yet attained to that brief life to the extent they would wish. (Laughter.) But His Excellency had held out a prospect of help to them. He had talked about certain foreigners and Englishmen desiring to expand the country, and on behalf of himself and brother barristers he only hoped they would, and that they would form as many joint stock companies as they could, because the result of such undertakings was that they had to be wound up and all brought grist to the mill. (Laughter.) Barristers had been accredited with having tongues as long as their robes, and also with an amount of wit which had been put down in books as of various qualities; but, as brevity had been said to be the soul of wit, he would follow that excellent precept, and merely thank them all heartily for the manner in which they had drunk to the toast of the Bar. (Cheers.)

Major Bisset in submitting "The Civil Service," said he had to excuse himself for not having those qualifications which might be expected from the proposer of that toast, but having had the honour of serving for some years under the late distinguished Chairman of the Chamber of commerce, to do honour to whom they had that night assembled, he felt that, at all events, he had this qualification. He had also learned from his youth to associate the proud position they held in India with the magnificent services rendered to England and to the world by the Civil Servants of India in the past, and that was also some qualification. (Cheers.) The Civil Service of India has a glorious history, to which its members might well look back with a just and worthy pride. And although in the progressive sub-divisions of labour it was no longer left to H. E. the Governor in Council or the Members of Council to reply to such questions as His Excellency has humorously placed before them, and although the questions relating to commerce had now been placed in the hands of the commercial community of Bombay, the calls upon the Civil Service were none the less than in the past. He would ask them to permit him to associate the toast with the name of one of the most distinguished members of this distinguished service, who, to their great regret, was about to leave Bombay on Tuesday. He felt confident that they would give his toast of the Civil Service, coupled, as it was, with the name of the Hon. Mr. J. B. Richey, the hearty reception which it so thoroughly deserved. (Cheers.)

The Hon. Mr. J. B. Richey, in replying on behalf of the Civil Service, said he thanked them most cordially for the kind manner in which they had received the toast. As, contrary to his expectation, a personal reference had been made to him, he might be allowed to shelter himself behind the orders of the Government of India, to which His Excellency had referred. But perhaps among the features of intel-

ligence and enlightenment in their community of Bombay, of which they might be justly proud, one which had been well brought out that night was the cordial and hearty sympathy between all classes of Her Majesty's servants. They prided themselves in Bombay upon being free from those petty suspicions which produced demarcations between classes, and they could associate with their native fellow-subjects on terms of cordial equality and sympathy in public and private life. (Cheers.) Between the official and non-official classes no jealousy, no suspicion, no unfair spirit of criticism had ever within his knowledge of Bombay shown itself. (Renewed cheers.) They had had several interesting retrospects that night, and perhaps they would permit him to refer to his own retrospect, which now dated back for thirty-three years. Thirty-two years ago, when he joined his first appointment, he went into the district with one volume of regulations, half of them he thought repealed by the other half, and one volume of circular orders, of which a quarter were obsolete, while most of the remainder contradicted each other. He now left India with three book-shelves full of Acts and Regulations, and as for revenue and other circular orders a library would hardly contain them. They saw in those thirty-three years a change from personal government to government by law. He found India "bullock-carts and personal government," and he left it "railways and government by law." This was progress sound and honest, and he took pride in thinking that the service to which he belonged had had a great hand in it. (Cheers.) Their motto was Progress, and by that they must hold; but it was well to remember that only thirty-two years ago, as he had said, India was being governed by Englishmen by personal government, with very little law to guide them. He would prefer not to touch further on questions that might be considered political or controversial, and so would only in conclusion thank them heartily for the honour they had done him and bid them good-bye. (Cheers.)

Sir Raymond West gave the health of the Chairman, the Hon. Mr. A. F. Beaufort, and in doing so said they might expect him to address a few words to them on the Civil Service, but if they did they would be disappointed. The topic he had to bring to their notice was far more interesting, if not more agreeable. He asked them to drink to the health of the Chairman, Mr. Beaufort. (Loud and continued cheers.) Much had been said of the great antecedents of the Civil Service and the obligations laid upon its present members to maintain the honour and dignity which had been handed down to them by their predecessors. Exactly the same might be said in the case of the present Chairman of the Chamber. He (Sir Raymond) was sure that Mr. Beaufort would carry out the great traditions of his office, and, when the time came for him to retire, he would stand as high in the estimation of his fellow-citizens, in the estimation of Government, and in the estimation of the people of India, as had his great and distinguished predecessor, to whom they were bidding farewell, and that in the land to which he was returning he would live long to carry in his memory recollections of that night which would remain with them for ever. (Loud cheers.)

The Hon. Mr. Beaufort acknowledged the compliment in brief but appropriate terms, and the company dispersed, it being then about midnight.

APPENDIX VV.

LEPER ASYLUM IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 15*th August* 1890.

The MEMBERS of the BOMBAY CHAMBER of COMMERCE.

GENTLEMEN,—I am directed to circulate the accompanying letter and enclosures received from the Municipal Commissioner, Bombay, regarding the proposed Leper Asylum.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 9671 OF 1890-91.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 9*th August* 1890.

From the MUNICIPAL COMMISSIONER for the City of Bombay to the CHAIRMAN of the CHAMBER of COMMERCE.

SIR,—The members of the Chamber of Commerce must be aware from the newspapers of the movement which has been lately set on foot to raise a leper home or asylum, which will enable the Municipal authorities to free the inhabited parts of the city from the danger and the nuisance now entailed by the presence of lepers. It is proposed to raise from public charity a sum sufficient for the construction of a building which may accommodate 200 persons, and Government and the Corporation have been appealed to to undertake the cost of maintenance. A sum of nearly Rs. 30,000 has been already raised, and I hope that the firms belonging to the Chamber of Commrerce will take part in a design so intimately associated with the welfare of the city, by contributing to it. The munificent gift of one lakh for the erection of a leper asylum at Trombay, which was made by Sir Dinshaw Manockji Petit, Bart., is insufficient to provide all the accommodation needed, and of course will not for some time be available. The desire now is not only to provide a building which may supplement that asylum, but one which may be raised in the shortest possible time, so as to relieve the city at as early a date as possible of the worst sufferers from leprosy. If the sum which is required and which is estimated to be at least Rs. 60,000, were available, the building could be raised in three weeks. Nothing is wanting but funds. It is to be understood that the proposed building will be permanent as a structure, though possibly not permanent in the place in which it is at first erected. It is intended to be of iron, and removable, and when the Sir Dinshaw Asylum is raised at Trombay, it can either be removed and added thereto, or not, as the Committee of the Fund may determine. I append a list of the Committee which has been appointed to raise and administer funds; and I trust that the Committee of the Chamber will see their way to

appealing to the numerous firms belonging to the Chamber for assistance towards the object in view. The following firms have already subscribed the amounts stated :—

Messrs.	S. D. Sassoon & Co.	Rs.	1,000
„	E. D. Sassoon & Co.	„	1,000
„	Sassoon J. David & Co.	„	200
„	K. M. Heeramanek & Co.	„	500
„	H. A. Hormarji & Co.	„	500

I have, &c.,

H. A. ACWORTH,

Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, *4th September* 1890.

The MUNICIPAL COMMISSIONER, Bombay.

SIR,—With reference to your letter No. 9671 of the 9th ultimo, I have now the honor, by direction of the Committee of the Chamber of Commerce, to wait upon you with the accompanying list of subscriptions by members of the Chamber to the fund for the proposed Leper Asylum. You will, no doubt, communicate direct with the subscribers as to the payment of their respective amounts.—I have, &c.,

JOHN MARSHALL, Secretary.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA		Rs.	500
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA		„	200
MESSRS.	W. A. GRAHAM & Co.	„	200
„	BENN ASHLEY & Co.	„	200
„	RALLI BROTHERS	„	200
„	LYON & Co.	„	200
„	GREAVES, COTTON & Co.	„	200
„	RICHARDSON & CRUDDAS	„	200
„	MACKINNON, MACKENZIE & Co.	„	200
„	KILLICK, NIXON & Co.	„	150
„	FINLAY, MUIR & Co.	„	150
„	TOD, DURANT & Co.	„	100
		Total	2,500

No. 11734 of 1890-91.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, *5th September* 1890.

FROM THE MUNICIPAL COMMISSIONER for the City of Bombay to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

SIR,—I have the honour to acknowledge with thanks your letter of yesterday's date, with the list of subscribers, and beg that you will convey to the chairman and members of the Committee of the Chamber my grateful appreciation of the trouble they have taken. I will address the subscribing firms separately.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce, held on Wednesday, 28th January 1891, to transact the following business :—

I. To receive the Report of the out-going Committee.

II. To confirm the nomination of the members of the new Committee, made in accordance with Section 12 of Rule VII.

III. To confirm certain additions to the regulations for committees of arbitration.

IV. To elect new members ; and to transact any other business that may be brought forward.

Present :

The Hon'ble L. R. W. FORREST, *Chairman, in the chair.*

Mr. B. Nicholson,
„ J. Tintner,
„ J. Littleton Symons,
„ A. McLaggan,
„ P. B. Savile,
„ Sorabjee Framjee Patel,
„ E. Schoen,
„ D. H. Glade,
„ R. S. Campbell,
„ G. Cotton,
„ M. Ostermayer,
„ D. Morris,
„ F. A. Reddie,
„ H. E. E. Procter,
Mr. T. W. Cuffe,
„ J. Black,
„ A. F. Beaufort,
„ C. H. Armstrong,
„ J. W. Brown,
„ M. C. Turner,
„ A. Pallis.
„ F. C. Macrae,
„ A. Marsden,
„ L. Aeppli,
„ W. R. Macdonell,
„ G. A. Barnett, C.I.E.,
„ H. W. Uloth,
„ J. Janni, and The Secretary.

After the notice convening the meeting had been read by Mr. John Marshall, the Secretary, the Chairman stated that Messrs. Turner, Morrison & Co. had been elected members of the Chamber.

The Chairman moved—"That the report of the Committee, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

He said :—The subjects, which have received the attention of the Committee have been as numerous and as important as those of any previous year, and they have been treated so fully and so amply in the report prepared by our Secretary with such happy despatch, on his return from his well-earned three months' holiday, that there is very little left for me to say.

THE MERCHANDISE MARKS ACT.

We have had frequent communications with Government respecting its rules and regulations, and our suggestions have been almost always adopted. The Act has been worked with much success in the Custom House, and we have not received a single complaint from any importer. We can trust the department to maintain a wholesome amount of vigilance in the interest of the honest trader ; and in the present Collector of Customs we have a gentleman who has long been associated with members of the mercantile community, and I trust that Government will not—as seems to be their custom—send him elsewhere the moment he has mastered the details of his office.

INCOME-TAX ON CONSIGNMENTS.

We protested strongly and successfully against the levy of this tax. It is certainly one that would never have been sprung like a mine on the merchants of Bombay as it was in Calcutta. Here we seem to be more in touch with Government officials than they are in that city, and I feel sure that our advice and opinion as to its practicability would have been asked before its imposition. We have not yet joined the Bengal Chamber in its protest against the principle of the income-tax. Much as we dislike it, we are determined to wait until we see what are the effects of American silver legislation before we address Government on the subject ; but I do strongly maintain that the very first act of Government in the reduction of taxation should be to raise the minimum of the incomes taxed. Such taxation is not necessary, it falls heavily on the lower middle-class European, Eurasian, and Native, and in the present condition of the finances, both justice and mercy demand its abolition.

TELEGRAPH CONVENTION.

I fear we are no nearer a reduction in the rates of European messages. This intolerable tax on our trade must still occupy the attention of the Chamber. We urged Colonel Mallock to bring up the question at the Paris Conference, and at his request Government offered to reduce the terminal charge in India from 57½ centimes to 50 per word if the two Telegraph Companies would reduce their rates 6d. per word. They refused on the ground that, with the reduction in rates, there had been no increase in business, but as a matter of fact there has been no reduction from this side—

In 1880 the rate was	.....	Rs. 2-12
In 1885	,, ...	,, 2-12
In 1888	,, ...	,, 3- 0

There is, I believe, to be a reduction in rates to the English Colonies, and the Government of India are going to help them by reducing its transit charges; but nothing is to be done for this great dependency, and I think that our Imperial Government might have taken the opportunity of securing some advantage for its own subjects. However, it is pretty clear that neither Heaven nor the Government will help us unless we help ourselves. We must continue to agitate about this question, and get our home firms to put pressure on their local Chambers of Commerce to press for a reduction. So far, I only know of the Manchester Chamber having taken action.

DELAY IN THE PROCEDURE AT THE POLICE COURTS.

Public opinion, and especially that of the legal profession, who naturally know most about the subject, has justified the action of the Chamber in this matter. The procedure of the Court of the Chief Magistrate should be improved by placing the disposal of the petty and night cases with some inferior officer, leaving the principal officers free to devote their attention to the more important cases brought before them. I have no hesitation in saying, on behalf of the European and Native public, that the delays which have existed, and alas! still exist are most unfair to both the accused and the accuser. The costs of obtaining justice are increased enormously, while the accusation of having committed an offence hangs over the accused for days, weeks, and at times months. I trust that Government will no longer delay the appointment of a fourth magistrate. They have admitted there is a grievance, and the question as to who is to pay

should not be allowed for a day to stand in the way of a serious grievance being remedied. The administration of justice is an imperial, not a municipal, charge, and I think the Corporation have clearly shown that this city is not receiving anything approaching a proportionate return for the amount it contributes in court fees, &c., to the imperial revenue, as compared with the rest of the Presidency. Equal importance do I attach to the two first Judgeships of the Small Causes Court. You will agree with me when I say that a large part of the rules and customs which govern trade among ourselves is based upon decisions in this Court, with which, now that its jurisdiction is raised to cases over Rs. 2,000, we have much more to do with than the High Court itself.

GODHRA-RUTLAM RAILWAY.

We may be excused a pardonable pride in congratulating ourselves that after eleven years' agitation, we have succeeded in getting this railway sanctioned and commenced. Mr. Sleater, the Acting Agent of the B. B. & C. I. Railway, paid the Chamber a high compliment in asking your Chairman to cut the first sod—a compliment we are not likely to forget ; and Mr. Sleater may rest assured that his action will always be remembered should we move again in the matter of further extensions of the B. B. & C. I. Railway. I think, gentlemen, you will agree with me that we were fortunate in getting H. E. Lord Harris, who was up in Guzerat at that time to perform the ceremony. It was the first line commenced during his tenure of office, and we were particularly anxious to associate him with the extention of railways in this Presidency. His presence gave an *eclat* to the proceedings, and pleased the people of the Panch Mahals. His predecessor left his mark on ths side of India in hospitals, schools, and colleges. We hope that H. E. Lord Harris will leave his mark in roads, railways, and canals, especially in the development of those wonderfully paying irrigation canals in Sind, which are going to do so much for that very rising province of the Bombay Presidency.

PROVINCIAL RAILWAYS.

It will almost be criminal on the part of Government if, with 4 per cent. Government paper at nearly 106 and the finances in such a flourishing condition, they do not push on with railways all over India. We do not intend to keep silent, but as long as Mr. Little and Mr. James are in Guzerat, we have no fear that provisional lines

in that division will be delayed. I can only hope that until the latter gets translated into the Paradise of the Civil Service—I mean, of course, that earthly paradise, the post of Member of Council—that he may be allowed to remain as Commissioner of the Northern Division. I should like to see Government appoint a special officer to run the various railway schemes which are now thought of, to enter into negotiations with the various chiefs, and, in fact, to take up the work which is now being undertaken, as a labor of love and zeal by the two officers I have already mentioned. I hope there is some truth in the report that the Native States of Central India intend to run a line from Indore to Bandikui or Delhi. An extention will have to be made from Rutlam to meet it, and a large tract of country opened up in consequence. Indeed, as you are aware, the Chamber has of late years urged the construction of the Godra-Rutlam as being a portion of the great broad gauge line which must one day be continued to Delhi.

THE INDIAN MIDLAND RAILWAY.

This line has given very disappointing results this year, but I have every confidence in its future. The Company has, of course, been saddled with the famine line from Jhansi to Manikpur ; it has no stations of its own at either Agra or Cawnpore, and it would not be human nature on the part of the officials of the other two railways if they did not prefer to let traffic come down by their own lines. The Midland line has suffered this year by the extraordinary failure of the rapeseed crop, but if it succeeds in getting the working of the Oudh-Rohilkund Railway, a great future awaits it, and with much benefit to Bombay. I think we might do more with Cawnpore. For the first eleven months we only received some 6,000 bales of cotton, and 10,000 tons of all kinds of seeds. No wheat, and though the East Indian Railway Company is determined to keep the Cawnpore trade in its hand, a little more enterprize on our part might get us a share.

LANDING STAGES AND THE PORT TRUST.

The Chamber's representations to the Port Trust have not been without effect. The question of a landing stage in Mody Bay is under consideration, and before long we may see a pavilion at the end of Apollo Bunder to give shade and shelter to the numerous passengers coming to and leaving these shores. I am sorry to say that the revenues of the Port Trust for the first nine months are not better than last year, and the Trust may have to draw another 1½ lakhs from the reserve fund, which, however, can well afford to give it, and, as I have said before, I consider the prospects very favourable for a larger trade this year.

COTTON FRAUDS.

Though the Chamber has done nothing in this matter, I have been in communication with Mr. James, who takes such an interest in the quality of the Broach crop, and I hope he will soon be down here to consult with some of our leading merchants. The Cotton Trade Association in Liverpool have made a step in the right direction in the new sampling rules they have passed, and I doubt if Government will care to commence legislating for the benefit of buyers, who can very easily protect themselves, though perhaps something may be done to keep inferior kuppas out of certain districts.

TRADE AND EXCHANGE.

Before closing I will allude to the course of trade during the past year. It is notable for the extraordinary and violent fluctuations we have seen in exchange, and we much congratulate ourselves that on the whole so little damage has been done. Our piece-goods trade at one time was in a dangerous condition, though never quite so bad as it was in Calcutta, but the decline in exchange in September saved many of our dealers, and also the holders of our unusually large monsoon stocks of cotton, but with one marked falling of, our crops during the past year were better than those of 1889. The receipts show an increase of 318,000 bales of cotton—the largest on record. Wheat is disappointing, but yet 20,000 tons in excess; linseed 26,000 tons, gingelly 11,000 tons, castor seed 6,000 tons, and ground nuts 15,000 tons; the only decrease being in rapeseed, which is 61,000 tons behind-hand, and is due entirely to the wretched crops of the North-West Provinces. These figures are taken from the time that various new crops began to arrive in Bombay up to the 31st December, except cotton and gingelly, which are taken up to the 31st and 15th October, respectively. Well, gentlemen, I think you will allow that so far the volume of trade has been satisfactory, and this year, while many estimates point to a falling off of nearly half a million bales, we are likely to see an increase in all our cold-weather crops of seeds, wheat, and ground-nuts, with a very fair demand for all descriptions of our produce from Europe, when our stocks are said to be light. Whatever exchange may do, I think our trade will adapt itself to circumstances. Shippers so far appear to have acted with caution as regards forward business, and so the prices of produce here and those at home will adjust themselves. The following table will, however, show you what little effect exchange has upon produce when the bulk of the crop has

arrived and the balance is well held. Freights give way or prices rise at home; of course with cotton it is different, as we are so much governed by the American supply:—

Dates.	Rate of Exchange (Sight.)	(Cotton) F. G. Dholleras.	(Wheat) White Pessy.	Linsred, Bold.	8½ lbs. Shirtings, best.	Freight Antwerp Wheat and Seeds.
1890.	s. d.	Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p. Rs. a. p.	£ s. d.
March 20.....	1 5	218	4 3 0	6 8 0	3 5 6 to 5 5 0	1 2 9
May 29	1 6	204	4 6 6	6 11 0	3 4 6 to 5 3 3	0 18 6
July 17	1 7¼	190	4 4 0 91 ⅞ 4 3 0 85 ,,	6 2 0	3 3 3 to 5 2 0	0 15 0
August 21 ...	1 8 25-32	178	4 6 6 91 ,, 4 5 6 85 ,,	6 3 6	3 1 0 to 4 14 0	0 15 0
October 3.....	1 7⅞	F. G. nil Good 181	4 6 6 91 ,, 4 5 6 85 ,,	6 5 0	3 0 0 to 4 12 0	0 15 6
October 17	1 6⅞	Fine 206 Forward May	4 8 6 91 ,, 4 7 6 85 ,,	6 6 0	3 0 0 to 4 12 6	0 16 0
November 14..	1 6 3-16	189 do.	4 10 0 91 ,, 4 9 3 85 ,,	6 7 0	3 0 0 to 4 12 6	0 16 0
November 21..	1 5 9-16	180 do.	4 10 0 91 ,, 4 9 0 85 ,,	6 5 6	3 1 0 to 4 14 6	0 17 0
November 28...	1 6¼	191 do.	4 8 6 91 ,, 4 7 6 85 ,,	6 5 0	3 1 0 to 4 14 6	0 16 6
December 19..	1 6⅝	191 do.	4 9 0 91 ,, 4 8 3 85 ,,	6 5 0	3 1 0 to 4 14 6	0 16 6
December 30..	1 6¼	191	4 9 6 91 ,, 4 8 6 85 ,,	6 4 0 Apr.-May.	3 1 0 to 4 14 6	0 16 6

As regards exchange I will not dare to express an opinion to pass a bill for free coinage, limiting its application to silver of the American mines, by a heavy import duty on foreign silver, would be on a par with the Mackinley Bill, but though this measure may be followed by a temporary rise, the demand for the East and the supply from the Australian and South American mines must be the ultimate factors in deciding the price, and to my mind nothing short of free coinage in America and by the Latin Union will give a permanent rise to the rupee.

Mr. Parmenides has kindly prepared for the Chamber a map of the movement in exchange during the past six months, from which I may select some of the more extraordinary variations. Between the 1st and 16th July Demand Bank Bills rose from 1s. 6 3-16d. to 1s. 7¼d; from the 14th August another penny, 1s. 7 13-16d. to 1s 8 13-16. In September rates began to decline, and from the 20th it went by a series of perpendicular drops to 1s. 6½d. on the 30th, rising to 1s. 7⅝d. the next day. It fell again one penny by the 10th October, and on the 19th November touched 1s. 5 5-16d. It promptly rose again, and on the 16th December was at 1s. 6 15-16d. Since then it has gradually declined to its present level.

I will conclude by expressing my thanks to the gentlemen who have sat on the special committees on subjects they were particularly cognizant of, and also to the members of the committee by whose advice and judgment the Chamber so much benefits, and, I trust, maintains its reputation for a fair and impartial treatment of questions that come before it. (Loud applause.)

Mr. Campbell, in seconding the motion, said that after listening to the interesting speech of the chairman, in which he had gone so fully into all the leading points contained in the report, he thought it would be better if he did not take up any time by lengthy remarks. The report that had been circulated among the members was a very full record of what appeared to him to have been a very good year's work. It was very satisfactory to find the Merchandise Marks Act had worked so well; and the report of what the committee had done about the telegraph charges was most interesting. It was of the greatest importance to the mercantile community that every effort should be made to reduce the telegraph charges, and he was sure it was a subject which would occupy the attention of the new committee.

Mr. J. L. Symons said there was only one subject he would like to say a few words about, and that was about compulsory pilotage for coasting steamers. Messrs. Shepherd and Company had presented a petition to Government asking that compulsory pilotage should be done away with in their case. The Chamber of Commerce was consulted by the Bombay Government about the matter, and it was agreed to. He thought this was a step in the right direction and he hoped to see compulsory pilotage done away with altogether before long. It was a matter he had always advocated, and he would always continue to do so. The burden was not a heavy one certainly. It was only Rs. 150 per steamer, but taken collectively, it was a large sum, and it was the duty of the Chamber to do all they could to get the burden done away with. It was different in Calcutta. There pilots

were absolutely necessary, but in Bombay, with their magnificent harbour, splendid open road, and regular monsoon winds, traders were able to bring their vessels up as far as the South Prongs Light. In conclusion, he would like to mention that there seemed to have been some misconception about the existing pilot service, were it done away with. It was never intended that the existing pilots should be injured in any way. They were a very worthy body of men; and they could be absorbed as harbour-masters gradually, and no harm would be done. He finally drew attention to the great amount of work which had been done by their chairman during the absence of their secretary. He not only deserved their thanks, but congratulations, for the manner in which it had been done. (Applause.)

Mr. M. C. Turner, of the British India Steam Navigation Company, observed that as a member of the Chamber of Commerce and of the Port Trust, he had advocated the abolition of compulsory pilotage in Bombay harbour; but he thought he might be allowed to point out that it would not perhaps be so easy a matter as was imagined. Commanders of vessels to whom he had spoken, were of opinion that were compulsory pilotage abolished, insurance companies at home might raise difficulties in the way, by raising their rates.

The motion, being put to the meeting, was carried.

Mr. G. Cotton next moved "that the thanks of the Chamber be tendered to the outgoing committee, for their able conduct of the affairs of the Chamber during the past year." Referring to the heavy work the committee had had during the past year, he said they had every reason to be thankful and grateful to the members of the committee, who had met week by week to conduct the work of the Chamber, and in referring to the committee he could only pay a tribute to Mr. Marshall, their secretary, to whom it was due, that all the communications of the Chamber were received with consideration and respect. His friend, Mr. Symons, had anticipated his remarks in his reference to the chairman, who deserved an extra vote of thanks, because as had been pointed out, during the absence of the secretary, a great amount of work had fallen upon him, and they all recognised how fully and carefully that work had been performed. (Applause.)

Mr. Turner seconded the motion, which was carried.

RULE AS TO ARBITRATIONS.

The Chairman moved and Mr. J. L. Symons seconded that the following addition to the regulations for committees of arbitration be confirmed:—"In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber, without, in the

first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes, provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator, and the balance to the general funds of the Chamber."

The motion was carried unanimously.

ELECTION OF COMMITTEE.

Mr. G. A. Barnett, C.I.E., proposed, and Mr. F. C. Macrae, seconded, that the following gentlemen be elected members of the committee of the Bombay Chamber of Commerce, for the year 1891:—Lieut Colonel W. S. S. Bisset, R.E., C.I.E., Messrs. W. R. Macdonell, A. Pallis, H. Chalmers, J. Janni, W. Greaves, and J. Black.

The resolution was carried.

Mr. M. C. Turner next moved a vote of thanks to the Chairman for the very able manner in which he had performed the duties attached to his office during the past year. After the distinguished leadership of Sir Frank Forbes Adam it was by no means an easy task to follow in his footsteps and perform the duties satisfactorliy to all concerned. But he thought Mr. Forrest had done that, and that the Chamber had not lost during the past year any of the prestige it had held in former years. (Loud applause.)

The Chairman in reply said he was much obliged to them for the very kind manner in which they had accorded him a vote of thanks. During the past year they had lost two of their very best members. Sir Frank Forbes Adam still took a very great interest in the Chamber of Commerce, although he had departed from amongst them, and it was he who saw Lord Cross on the subject of the Godhra-Rutlam railway, and did his best to get the construction of that line commenced. He (the chairman) felt sorry that Sir Frank's picture was not there to remind them of him; but they had secured the services of a most eminent and clever artist in England. The other member they had lost was Mr. Beaufort, their great statistician; but he hoped they would see him in the Chamber again. (Applause.) He could not conclude without expressing the sympathy he knew they all felt with the Karachi Chamber of Commerce in their loss of their eminent chairman, Mr. McHinch, who took great interest in the prosperity of Karachi, and if ever a line of railway connected Karachi with Delhi, it would be due to the energetic manner in which Mr. McHinch had pushed the matter forward. (Applause.)

There being no other business, the meeting terminated.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd January.	Week ending 9th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 15/16d.	1s. 5 3/16d.
„ „ Sight	1s. 5d.	1s. 5 7/32d.
„ „ 3 m'ths' „	1s. 5⅛d.	1s. 5 5/16d.
„ „ 4 „ „	1s. 5 5/32d.	1s. 5 11/32d. Noml.
„ „ 6 „ „	1s. 5 9/32d.	1s. 5 7/16d.
First-class Credits... 3 „ „	1s. 5¼d.	1s. 5 7/16d.
„ „ 6 „ „	1s. 5 7/16d.	1s. 5 19/32d.
Documents ... ... 3 „ „	1s. 5 9/32d.	1s. 5 15/32d.
„ ... ... 6 „ „	1s. 5 15/32d.	1s. 5⅝d.
Paris Francs Mercantile Bills... 3 „ „	1·81¼	1·83¾
„ ... 6 „ „	1·83¼	1·85
On Calcutta Bank Telegraphic Transfer	100 3/32	99 15/16
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13-0	Rs. 22-10-0
Sovereigns	„ 14- 5-6	„ 14-2-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	10 per cent.
„ of Interest on Demand Loans on Govt. Securities.	7 „	8 „
Rate of Discount in the open Market on Govt. Securities ...	8 „	9 „
Money Market	Tight.	Tight.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97¼	Rs. 96¼
Four-and-a-half per cents. ...	„ 102¼ Noml.	„ 102 Noml.
IMPORTS.		
Piece Goods— Market,	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-11 to 3-15	Rs. 2-11 to 3-15
7½ to 8½ lbs „ „ „ ...	„ 3-5 to 5-5	„ 3-5 to 5-4-6
2½ to 3 lbs. 28-30 Madapollams „ ..	„ 1-4 to 1-11	„ 1-4 to 1-11
No. 40s Mule Twist, (per lb.) ...	As. 9 to 10	As. 9¼ to 10⅛
No. 30s Water „ „ ...	„ 8⅞ to 9⅝	„ 8⅝ to 9¾
Copper Braziers, (in bundles) (per cwt.)	Rs. 38-10 ready; „ 38-12 to arrive.	Rs. 39-6 ready; „ 39-8 to arrive.
Yellow Metal, (in cases) („)	„ 37-12 ready; „ 38 to arrive.	„ 38 ready; „ 38-4 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, „ „...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 ready; „ 18 forward.	„ 19¼ ready; „ 19¼ forward.
Welsh Hartley Coal, (per ton) „	Rs. 17 ready; 17 fwd.	Rs. 18 ready; 18 forward
Cardiff Coal, „ „	„ 20½ ready; 20½ fwd.	„ 21½ „ ; 21 „
EXPORTS.	[check business.	
Cotton— Market. (per candy.)	Firm; higher prices	Steady.
Broach, ... Fine...	Rs. 243 Feb.-March.	Rs. 245 March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 232 Feb.-March.	Rs. 233 March.
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	Rs. 240 ready.	Rs. 241 ready.

mittee of the Chamber of Commerce during the Year 1890.

Quotations.	Week ending 3rd January.	Week ending 9th January.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 220 Ready	Rs. 221 Ready
" " Good..	" 212 "	" 214 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 210 Ready	Rs. 212 Ready
" ... ... Good..	" 203 "	" 207 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 209 Ready	Rs. 213 Ready
" ... ... F.G....	.....	" 207 "
" ... ... Good..	.....	" 202 "
Dhollera, ... Fine...	Rs. 227 April-May	" 228 April-May
" ... ... F.G....	" 217 " "	" 218 " "
" ... ... Good..	" 207 " "	" 208 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 198 Ready	Rs. 198 Ready
" .. .. F.G...	" 183 "	" 185 "
" ... ... Good..	" 179 "	" 180 "
" .. ... F.G.F.	.....	.....
Dharwar (S.G.),.. ... Good..	Rs. 217 May	Rs. 221 May-June Nom'l.
" " .. F.G.F.	.....	.....
Westerns, ... Good ...	Rs. 209 May-June	Rs. 210 May-June
" .. .. .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt)..	Rs. 8-0-0 Ready	Rs. 8-0-0 Ready
" Mixed " ...	" 7-10-0 "	" 7-8-0 "
Linseed, Bold " ...	" 6-12-6 "	" 6-7-0 "
" Small Seed " ..	" 6-7-6 Forward	" 6-6-0 "
Rapeseed, Guzerat Yellow " ...	" 9-0-0 Ready	" 9-0-0 "
" Brown Delhi " ..	" 6-14-0 "	" 7-15-0 "
" Yellow Cawnpore " ...	" 7-4-0 "	" 7-4-0 Forward
Poppy Seed " ...	" 7-9-0 "	" 7-8-0 Ready
Groundnuts " ..	" 6-0-0 "	" 5-15-0 "
Wheat, White Pessy " ..	" 4-8-6 "	" 4-9-0 "
" Khabri Pessy " ...	.....	.....
" Ahmedabad (Soft Red) " ...	Rs. 4-2-0 Ready	Rs. 4-0-0 Ready
" Laskari " ..	" 4-0-0 "	" 4-1-0 "
" Hard Yellow " ..	" 4-3-0 "	" 4-2-0 to Rs. 4-3-0 Ready
" Khandwa " ..	" 4-7-0 "	" 4-6-0 Ready
" Delhi No. 1, White Pessy " ...	" 4-5-0 "	" 4-5-0 "
" " Red " ..	" 3-15-6 "	" 3-15-0 "
" Hard Red Khatha " ..	" 3-14-6 "	" 3-15-0 "
" Nagpore Khathi " ..	" 4-0-0 "	" 4-0-0 "
Opium, (Malwa) per chest, Old	" 1,215	" 1,215
" " " New ..	" 1,135	" 1,135
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet)	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet).	£1-0-0	£1-0-0
" Seeds and Wheat	£0-19-0	£0-19-6
London—M'ment cargo, P. & O. Co. ..	£1-0-0	....
" Seeds & Wheat " ...	£0-18-9	....
" M'ment cargo, Via Canal..	.....	£1-0-0
" Seeds and Wheat " ..	.....	£0-19-6
Havre—M'ment cargo " ..	£1-0-0	£1-0-6
" Seeds and Wheat " ..	£1-0-0	£1-0-0
Antwerp—M'ment cargo " ..	£0-19-6	£1-1-3
" Seeds and Wheat " ..	£0-19-0	£1-0-0
Hull " ..	£1-0-0	£1-0-0
Dunkirk " ..	£1-0-0	£1-1-3
Trieste & Venice—M'ment cargo, " ..	£1-11-3 at 2s. Ex.	£1-12-6 at 2s. Ex.
" Seeds & Wheat " ..	£1-11-3 at 2s. Ex.	£1-12-6 at 2s. Ex.
Marseilles and Genoa—M'ment cargo Via Canal.	£0-19-6	£1-1-3
" " Seeds & Wheat " ...	£0-19-6	£1-0-0
China Steamer	Rs. 12 to 15	Rs. 12 to Rs. 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th January.	Week ending 23rd January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 13/32d.	1s. 5 11/32d.
„ „ Sight	1s. 5 7/16d.	1s. 5 13/32d.
„ „ 3 m'ths' „	1s. 5 9/16d.	1s. 5 ½d.
„ „ 4 „ „	1s. 5 19/32d.	1s. 5 17/32d.
„ „ 6 „ „	1s. 5 23/32d.	1s. 5 ⅝d.
First-class Credits 3 „ „	1s. 5 11/16d.	1s. 5 ⅝d.
„ „ 6 „ „	1s. 5 27/32d.	1s. 5 25/32d.
Documents 3 „ „	1s. 5 23/32d.	1s. 5 21/32d.
„ 6 „ „	1s. 5 ½d.	1s. 5 13/16d.
Paris Francs Mercantile Bills 3 „ „	1·85¾	1·85¼
„ 6 „ „	1·87½	1·86½
On Calcutta Bank Telegraphic Transfer	100	100 3/32
On China Mer'tile Bills, 60 days' Sight.	216	215
English Bar Gold, 100 touch (per tola)	Rs. 22-7-3	Rs. 23-10-0
Sovereigns...	„ 14-0-0	„ 14-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	9 per cent. Noml.
„ of Interest on Demand Loans on Govt. Securities.	9 „	9 „
Rate of Discount in the open Market on Govt. Securities ...	10 „	10 „
Money Market	Exceedingly tight.	Firm.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 96 11/16	Rs. 97¾
Four-and-a-half per cents. ...	„ 101½	„ 100½ Nominal.
IMPORTS.		
Piece Goods— Market	Little enquiry.	Quiet and rates barely maintained.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-11-0 to 3-15-0	Rs. 2-11-0 to 3-15-0
7½ to 8¼ lbs. „ „ „	„ 3-5-0 to 5-4-6	„ 3-5-0 to 5-4-6
2½ to 3lbs. 28-30in. Madapollams „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9½ to 10⅛	As. 9½ to 10⅛
No. 30s Water „ „ ...	„ 8⅜ to 9¾	„ 8⅜ to 9⅞
Copper Braziers, (in bundles) (per cwt.)	Rs. 40 ready and to arrive.	Rs. 39½ ready; 39½ to arrive.
Yellow Metal, (in cases) „ ...	Rs. 38 to Rs. 38½ ready and to arrive.	„ 38 ready; 38¼ „
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ ready; 19 Forward.	Rs. 19 ready.
Welsh Hartley Coal, (per ton) „	„ 17 „ ; 17 „	„ 18 „
Cardiff Coal, (per ton) „	„ 20¾ „ ; 20½ „	„ 21 „
EXPORTS.		
Cotton— Market per candy.	Quiet; little doing.	Very firm.
Broach, ... Fine...	Rs. 245 March.	Rs. 250 March.
Do. ... ... F.G....	„ 240 „	„ 242 „
Do. ... ... Good ..	„ 234 „	„ 237 „
Hingunghat, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 242 ready.	Rs. 244 ready.

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 16th January.	Week ending 23rd January.
EXPORTS—*contd.*		
COTTON— [per candy		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 221 Ready	Rs. 224 Ready
" " Good...	" 213 "	" 218 "
" " F.G.F..	..... "	.....
Khandeish, ... Fine...	..... "	.....
" ... ... F.G....	Rs. 210 "	Rs. 211 Ready
" ... ... Good...	" 206 "	" 206 "
" ... ... F.G.F.	..... "	.....
Belatee, ... Fine...	Rs. 213 "	Rs. 215 Ready
" ... ... F.G....	" 207 "	" 211 "
" ... ... Good..	" 202 "	" 207 "
Dhollera, ... Fine...	" 228 April-May.	" 233 April-May.
" ... ... F.G....	" 218 "	" 223 "
" ... ... Good..	" 208 "	" 211 "
" ... ... F.G.F.	.....	.....
Bengals .. .. Fine....	Rs. 193 Ready	Rs. 198 Ready
" .. .. F.G.....	" 183 "	" 183 "
" .. .. Good ..	" 178 "	" 178 "
" .. .. F.G.F....	.....	.....
Dharwar (S.G.) .. Good....	Rs. 220 May-June Noml.	Rs. 224 April-May
" .. .. F.G.F..	.....	.....
Westerns, ... Good..	" 210 May-June Noml.	Rs. 214 May
" .. .. ..F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)..	Rs. 7-14-0 Ready	Rs. 8-0-0 Ready
" Mixed " ..	" 7-6-6 "	" 7-8-0 "
Linseed, Bold " ..	.....	" 6-7-0 "
" Small Seed " ..	.....	.....
Rapeseed, Guzerat Yellow " ...	Rs. 9-0-0 Ready	Rs. 8-12-0 Ready, Noml.
" Brown Delhi " ..	" 7-14-0 "	" 7-12-0 "
" Yellow Cawnpore " ..	" 7-4-6 Forward.	.....
Poppy Seed " ..	.....	Rs. 7-7-0 Ready
Groundnuts " ..	.....	" 6-0-0 "
Wheat, White Pessy " ...	Rs. 4-7-6 Ready	" 4-8-6 "
" Khabri Pessy " ...	.....	" 4-7-6 "
" Ahmedabad (Soft Red) " ...	.....	" 4-7-0 April-May.
" Laskari " ..	Rs. 4-2-0 Ready	.....
" Hard Yellow " ..	" 4-3-0 "	Rs. 4-7-0 April-May.
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy " ...	Rs. 4-4-6 Ready	Rs. 4-5 6 Ready
" " Red " ..	" 3-15-6 "	" 3-15-6 "
" Hard Red Khatha " ...	" 3-15-0	" 3-15-0 "
" Nagpore Khathi " ..	" 4-0-0	" 4-0-0 "
Opium, (Malwa) per chest, Old ..	" 1,190	" 1,185
" " " New ..	" 1,115	" 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet.)	Nil	Nil
" " " Suez Canal, (per ton 40 feet).	£1-2-6	£1-5-0
" Seeds & Wheat.. ...	£1-2-6	£1-1-3
London—M'ment cargo, P.&O. Co..	.....	£1-2-6
" Seeds & Wheat do. ..	.....	£1-0-0
" M'ment cargo, Via Canal..	£1-2-6	£1-2-6
" Seeds and Wheat " ..	£1-1-3	£1-0-0
Havre—M'ment cargo " ..	£1-1-3	£1-2-6
" Seeds and Wheat " ...	.....	£1-2-0
Antwerp—M'ment cargo " ..	£1-2-6	£1-3-9
" Seeds and Wheat " ..	£1-1-3	£1-2-6
Hull " ..	.....	£1-1-3
Dunkirk " ..	£1-2-6	£1-6-3
Trieste & Venice—M't. cargo, " ..	£1-15-0 at 2s. Ex.	£1-15-0 at 2s. Ex.
" " Seeds & Wheat, " ...	£1-15-0 at 2s. Ex.	£1-15-0 at 2s. Ex.
Marseillies and Genoa—M't. cargo Via Canal.	£1-1-3	£1-2-0
" Seeds & Wheat " ..	£1-0-6	£1-2-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia .. .. "	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th January.	Week ending 6th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 5/16d.	1s. 5 7/32d.
" " Sight	1s. 5 3/8d.	1s. 5¼d.
" " 3 m'ths' "	1s. 5 15/32d.	1s. 5 11/32d.
" " 4 " "	1s. 5 17/32d.	1s. 5 3/8d.
" " 6 " "	1s. 5 5/8d.	1s. 5 7/16d.
First-class Credits 3 " "	1s. 5 5/8d.	1s. 5 7/16d.
" " 6 " "	1s. 5 25/32d.	1s. 5 19/32d.
Documents ... 3 " "	1s. 5 21/32d.	1s. 5 15/32d.
" " 6 " "	1s. 5 13/16d.	1s. 5 5/8d.
Paris Francs Mercantile Bills 3 " "	1·85½	1·83¾
" " 6 " "	1·86¼	1·85
On Calcutta Bank Telegraphic Transfer	100 1/8	100⅛
On China Mer'tile Bills, 60 days' Sight.	215	214
English Bar Gold, 100 touch (per tola)	Rs. 22-10-0	Rs. 22-9-0
Sovereigns	" 14-0-0	" 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	10 per cent. Nominal	
" of Interest on Demand Loans on Govt. Securities.	10 " "	11 per cent. Nominal.
Rate of Discount in the open Market on Govt. Securities ...	10 "	11 " "
Money Market	Firm.	11 " Tight
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98	
Four-and-a-half per cents. ...	" 100¼ Nominal	Rs. 98 3/16 rdy.; 98½ 3rd March " 100¼ Nominal.
IMPORTS.		
Piece Goods— Market	Dull.	Quiet, but quite steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 2-10-0 to 3-15-0	Rs. 2-10-0 to 3-15-0
7½ to 8¼ lbs. " " "	" 3-5-0 to 5-4-6	" 3-5-0 to 5-4-6
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-3-0 to 1-11-0	" 1-3-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9¼ to 10⅛	As. 9¼ to 10⅛
No. 30s Water " " ...	" 8⅛ to 9⅞	" 8⅛ to 9⅛
Copper Braziers, (in b'dles.) (per cwt.)	Rs. 39-2 ready; 39-6 to arrive.	Rs. 39 to 39-¼ ready; 39-½ to arrive.
Yellow Metal, (in cases) " ...	Rs. 37 ready; 37-¼ to arrive.	Rs. 37 to 37-¼ ready; 37-½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, " "	" 29 to 30	" 29 to 30
Swedish Bar Iron, " "	" 40 to 41	" 40 to 41
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ rdy; 18¾ forwd.	Rs. 20 rdy; 19 forwd.
Welsh Hartley Coal, (per ton) "	" 18⅓ " ; 17⅓ "	" 19 " ; 18 "
Cardiff Coal, (") "	" 21 " ; 20¼ "	" 21½ " ; 20¼ "
EXPORTS.		
Cotton— Market.	Quiet.	Steady.
per candy.		
Broach, ... Fine...	Rs. 248 March	Rs. 247 March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good ..	Rs. 235 March.	Rs. 236 March.
Hingunghat, ... Fine ..	.....	.....
" ... ... F.G....	Rs. 244 Ready.	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 30th January.	Week ending 6th February.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	.....	.....
" " F.G....	Rs. 226 Ready	Rs. 223 Ready
" " Good...	" 220 "	" 216 "
" " F.G.F..	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 211 Ready.	Rs. 211 Ready
" ... ... Good ..	" 206 "	" 205 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 215 Ready	Rs. 212 Ready
" ... ... F.G....	" 211 "	" 208 "
" ... ... Good ..	" 206 "	" 204 "
Dhollera, ... Fine...	" 233 April-May.	" 231 April-May
" ... ... F.G....	" 222 "	" 221 "
" ... ... Good ..	" 209 "	" 209 "
" ... ... F.G.F.	.....	.....
Bengals, ...Fine.....	Rs. 197 Ready	Rs. 197 Ready
" .. ...F.G.....	" 182 "	" 181 "
" .. ..Good ..	" 177 "	" 176 "
" .. ..F.G.F...	.....	.....
Dharwar (S.G.) .. ..Good ..	Rs. 223 April-May.	Rs. 223 May
" .. ..F.G.F...	.....	.....
Westerns, .. " .. ..Good ..	Rs. 213 May-June.	Rs. 213 May
" ... ...F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-0-0 Ready.	Rs. 8-0-0 Ready
" Mixed " ..	" 7-8-0 "	" 7-8-0 "
Linseed, Bold " ..	" 6-7-0 "	" 6-8-0 "
" Small Seed " ..	.....	.....
Rapeseed, Guzerat Yellow " ...	Rs. 8-12-0 Ready. Noml.	Rs. 8-12-0 Ready. Noml.
" Brown Delhi " ...	" 7-12-0 " "	" 7-12-0 " "
" Yellow Cawnpore " ..	" 7-2-0 April-May.	" 7-3-6 April-May.
Poppy Seed " ...	" 7-5-0 Ready.	" 7-5-0 Ready
Groundnuts " ..	" 5-15-0 "	" 5-15-0 "
Wheat, White Pessy " ...	" 4-8-0 "	" 4-6-0 "
" Khabri Pessy " ...	" 4-7-0 "	" 4-6-0 "
" Ahmedabad (Soft Red) " ..	" 4-6-0 April-May.	" 4-6 0 April-May
" Laskari " ..	" 4-0-0 "	" 4-0-0 "
" Hard Yellow " ..	" 4-7-0 "	" 4-6-0 "
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy " ...	Rs. 4-6-6 April-May.	Rs. 4-7-0 April-May
" " Red " ..	.....	.....
" Hard Red Khatha " ..	Rs. 3-12-0 Ready.	Rs. 3-12-0 Ready
" Nagpore Khathi " ..	.....	.....
Opium, (Malwa) per chest, Old ..	Rs. 1,165	Rs. 1,150
" " " New ..	" 1,095	" 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
" " " Suez Canal (per ton of 40 feet.)	£ 1-3-9	£1-7-6
" Seed and Wheat ...	£ 1-1-3	£1-5-0
London—M'ment cargo, P. & O. Co. ..	£ 1-2-6	.....
" Seeds & Wheat do. ...	£ 1-0-0	.....
" M'ment cargo. Via Canal..	£ 1-2-6	.....
" Seeds and Wheat "	£ 1-0-0	.....
Havre—M'ment cargo " ..	£ 1-2-6	£1-5-0
" Seeds and Wheat " ..	£ 1-1-3	£1-3-9
Antwerp—M'ment cargo " ..	£ 1-3-9	£1-7-6
" Seeds and Wheat " ..	£ 1-1-9	£1-5-0
Hull " ..	£ 1-2-0	£1-3-0
Dunkirk " ..	£ 1-6-3	£1-7-6
Trieste & Venice—M't. cargo, " ..	£1-12-6 at 2s. Ex.	£1-15-0 at 2s. Ex.
" " Seeds & Wheat, " ..	£1-12-6 at 2s. Ex.	£1-12-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-2-6	£1-4-3
" " Seeds & Wheat " ..	£1-2-0	£1-3-0
China Steamer	Rs 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th February.	Week ending 20th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 4 13/16d.	1s. 4 31/32d.
„ „ Sight	1s. 4¼d.	1s. 5d.
„ „ 3 m'ths' „	1s. 4 31/32d.	1s. 5 3/32d.
„ „ 4 „ „	1s. 5 1/32d.	1s. 5 5/32d.
„ „ 6 „ „	1s. 5⅛d.	1s. 5¼d.
First-class Credits 3 „ „	1s. 5⅛d.	1s. 5¼d.
„ „ 6 „ „	1s. 5 9/32d.	1s. 5 13/32d.
Documents 3 „ „	1s. 5 5/32d.	1s. 5 9/32d.
„ 6 „ „	1s. 5 5/16d.	1s. 5 7/16d.
Paris Francs Mercantile Bills 3 „ „	1·80⅛	1·81⅛
„ 6 „ „	1·81¾	1·83
On Calcutta Bank Telegraphic Transfer	100⅛	100 3/32
On China Mer'tile Bills, 60 days' Sight.	214	214
English Bar Gold, 100 touch (per tola)	Rs. 22-14-0	Rs. 22-14-0
Sovereigns	„ 14-4-0	„ 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	11 per cent.	11 per cent.
„ of Interest on Demand Loans on Govt. Securities.	11 „	11 „
Rate of Discount in the open Market on Govt. Securities ...	11 „	11 „
Money Market	Tight.	Firm.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98 3/16	Rs. 98 13/16
Four-and-a-half per cents. ...	„ 100¼ Nominal	„ 100 Nominal.
IMPORTS.		
Piece Goods— Market	{ Small enquiry, prices steady.	{ Moderate enquiry at steady prices.
6½ to 7lbs. 34-83in. Grey Shrtgs. (per piece)	Rs. 2-10 to 3-15	Rs. 2-10 to 3-15
7½ to 8¼ lbs. „ „ „	„ 3-5 to 5-4-6	„ 3-5 to 5-4-6
2½ to 3lbs. 28-30in. Madapollams „	„ 1-3 to 1-11	„ 1-3 to 1-11
No. 40s Mule Twist, (per lb.) ...	As. 9 5/16 to 10⅛	As. 9 5/16 to 10⅛
No. 30s Water „ „ ...	„ 8 11/16 to 9⅞	„ 8 11/16 to 9⅞
Copper Braziers, (in bundles) (per cwt.)	Rs. 39½ rdy.; 40 to arrive	Rs. 39-8-0
Yellow Metal, (in cases) „ ...	„ 37 ready; 37½ to arrive.	Rs. 37-4 to 37-12
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28 to 29	„ 37 to 40
Staffordshire Bar Iron, „ „ ...	„ 29 to 30	.....
Swedish Bar Iron, „ „ ...	„ 40 to 41	Rs. 37 to 47
Davison's West Hartley Coal, (per ton) alongside.	„ 19½ rdy.; Rs. 19 fwd.	{ Rs. 19½ ready; „ 19 forward
Welsh Hartley Coal, (per ton) „	„ 18½ „ ; „ 18 „	Rs. 18 rdy.; Rs. 18 fwd.
Cardiff Coal, „ „	„ 21⅓ „ ; „ 21 „	„ 21 rdy.; „ 20¼ fwd.
EXPORTS.		
Cotton— Market per candy.	Steady.	Quiet.
Broach, ... Fine...	Rs. 250 March.	Rs. 253 ready
Do. ... ... F.G....	„ 244 „	.....
Do. ... ... Good..	„ 240 „	Rs. 242 March
Hingunghat, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

QUOTATIONS.	Week ending 13th February.	Week ending 20th February.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 226 Ready	Rs. 226 Ready
" " Good..	" 220 "	" 220 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 211 Ready	Rs. 211 Ready
" ... ... Good..	" 206 "	" 206 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 212 Ready	Rs. 210 Ready
" ... ... F.G....	" 206 "	" 207 "
" ... ... Good..	" 202 " Noml.	" 202 " Noml.
Dhollera, ... Fine...	" 233 April	" 234 April
" ... ... F.G....	" 223 "	" 224 "
" ... ... Good..	" 212 "	" 213 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 196 Ready	Rs 196 Ready
" .. .. F.G..	" 180 "	" 182 "
" .. .. Good..	" 175 "	" 177 "
" .. .. F.G.F.	....	....
Dharwar (S.G.) .. .. Good..	Rs 225 May	Rs. 225 May
" " ... ... F.G.F.	....	.....
Westerns, ... Good..	Rs. 215 "	Rs. 218 May
" .. ... F.G.F.	....	...
Gingelly Seed, White (per cwt.)	Rs. 8-2-0 Ready	Rs. 8-2-0 Ready
" Mixed " ..	" 7-10-0 "	" 7-10-0 "
Linseed, Bold " ...	" 6-8-6 "	" 6-8-6 "
" Small Seed " ..	....	....
Rapeseed, Guzerat Yellow " ...	Rs. 8-2-0 April-May	Rs. 8-0-0 April-May
" Brown Delhi " ...	" 7-5-0 "	" 7-2-6 "
" Yellow Cawnpore " ..	" 7-11-0 "	" 7-8-6 "
Poppy Seed " ..	" 7-7-6 "	" 7-7-0 "
Groundnuts " ..	" 6-2-0 Ready	" 6-1-0 Ready
Wheat, White Pessy " ...	" 4-6-6 "	" 4-7-0 "
" Khabri Pessy " ..	" 4-5-6 "	" 4-6-0 "
" Ahmedabad(Soft Red)" ...	" 4-6-6 April-May	" 4-6-6 April-May
" Laskari " .	" 4-0-0 "	" 4-0-0 "
" Hard Yellow " ...	" 4-1-0 "	" 4-4-0 "
" Khandwa " ...	....	....
" Delhi No. 1, White Pessy " ...	Rs. 4-8-6 April-May	Rs. 4-8-9 April-May
" " Red " ..	....	....
" Hard Red Khatha " ...	....	Rs. 3-13-0 April-May
" Nagpore Khathi " ..	Rs, 3-13-0 April-May	....
Opium, (Malwa) per chest, Old ..	" 1,125	" 1,125
" " " New ...	" 1,075	" 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton 40 feet.)	£1-7-6	£1-7-6
" Seeds and Wheat ..	£1-3-9	£1-5-0
London—M'ment cargo, P.&O. Co...	£1-7-6	£1-7-6
" Seeds & Wheat do. ..	£1-3-9	£1-3-9
" M'ment cargo, Via Canal..	£1-7-6	£1-7-6
" Seeds and Wheat " ...	£1-3-9	£1-3-9
Havre—M'ment cargo " ..	£1-7-6	....
" Seeds and Wheat " ..	£1-5-0	....
Antwerp—M'ment cargo " ..	£1-7-6	£1-7-6
" Seeds and Wheat " ..	£1-5-0	£1-5-0
Hull " ..	£1-3-9	£1-5-0
Dunkirk " ..	£1-7-6	£1-7-6
Trieste & Venice—M't. cargo " ..	£1-14-0 at 2s. Ex.	£1-12-6 at 2s Ex.
" " Seeds & Wheat " ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
Marseillies and Genoa—M't. cargo Via Canal.	£1-3-9	.....
" and Seeds & Wheat " ..	£1-2-6	.....
China Steamer	Rs. 12 to 15	Rs 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th February.	Week ending 7th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 1/16d.	1s. 5 3/16d.
„ „ Sight	1s. 5 3/32d.	1s. 5 7/32d.
„ „ 3 m'ths' „	1s. 5 3/16d.	1s. 5 5/16d.
„ „ 4 „ „	1s. 5¼d.	1s. 5⅜d.
„ „ 6 „ „	1s. 5 11/32d.	1s. 5 7/16d.
First-class Credits ... 3 „ „	1s. 5 11/32d.	1s. 5 7/16d.
„ „ 6 „ „	1s. 5 15/32d.	1s. 5 9/16d.
Documents... ... 3 „ „	1s. 5⅜d.	1s. 5 15/32d.
„ 6 „ „	1s. 5½d.	1s. 5 19/32d.
Paris Francs Mercantile Bills ... 3 „ „	1·82⅓	1·83
„ ... 6 „ „	1·84	1·84½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	214.	214
English Bar Gold, 100 touch (per tola)	Rs. 22-10-0 Nominal	Rs. 22-14-0
Sovereigns	„ 14-0-0 „	„ 14-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	12 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „	12 „
Rate of Discount in the open Market on Govt. Securities ...	12 „	12 „
Money Market	Firm.	Firm.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98¼	Rs. 98 9/16
Four-and-a-half per cents. ...	„ 100¼ Nominal	„ 100⅛ Nominal
IMPORTS.		
Piece Goods— Market	Very quiet, but steady.	Quiet, owing to holidays
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-10-0 to 3-15-0	Rs. 2-10-0 to 3-15-0
7½ to 8¼ lbs. „ „ „	„ 3-5-0 to 5-4-6	„ 3-5-0 to 5-4-6
2⅛ to 3lbs. 28-30in. Madapollams „	„ 1-3-0 to 1-11-0	„ 1-3-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9 5/16 to 10½	As. 9 5/16 to 10½
No. 30s Water „ „ ...	„ 8 11/16 to 9⅞	„ 8 11/16 to 9⅞
Copper Braziers, (in bundles) (per cwt)	Rs. 39-0-0	Rs. 38-12-0
Yellow Metal, (in cases) „ ...	„ 37-4-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 38 to 42	„ 38 to 42
Staffordshire Bar Iron, „ „	„ 42 to 44	„ 42 to 44
Swedish Bar Iron, „ „	„ 38 to 47	„ 38 to 47
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ ready; „ 18 forward.	Rs. 19 ready; „ 18 forward.
Welsh Hartley Coal, (per ton) „	Rs. 18 ready; 17 „	... ; 17 „
Cardiff Coal, („) „	„ 20 ready; 20 „	„ 20 Ready; 19½ „
EXPORTS.		
Cotton— Market.	Dull.	Steady.
(per candy.		
Broach, ... Fine...	Rs. 248 ready.	Rs. 248 ready
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 238 March.	Rs. 238 March
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 27th February.	Week ending 7th March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 225 Ready.	Rs. 223 Ready.
" " Good...	" 218 "	" 217 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 210 Ready.	Rs. 208 Ready.
" ... ... Good...	" 204 "	" 202 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 207 Ready	Rs. 206 Ready.
" ... ... F.G....	" 204 "	" 203 "
" ... ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 230 to 231 April	Rs. 228 April
" ... ... F.G....	" 220 to 221 "	" 218 "
" ... ... Good..	" 210 April	" 208 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine.....	Rs. 196 Ready	Rs. 194 Ready
" .. ... F.G.....	" 181 "	" 180 "
" .. .. Good ...	" 176 "	" 175 "
" .. ... F.G.F...	.....	.....
Dharwar (S.G.) .. Good ..	Rs. 224 to 225 May	Rs. 223 May.
" " .. F.G.F ..	.....	.....
Westerns, ... Good..	Rs. 217 May-June	Rs. 216 May-June
" .. ... F.G.F...	.....	.....
Gingelly Seed, White (per cwt)	Rs. 8-2-0 Ready	Rs. 8-2-0 Ready
" Mixed " ..	" 7-10-0 "	" 7-10-0 "
Linseed, Bold " ..	" 6-7-0 "	" 6-6-0 "
" Small Seed " ..	.....	.....
Rapeseed, Guzerat Yellow " ...	Rs. 8-0-0 April-May	Rs. 8-0-0 April-May
" Brown Delhi " ...	" 7-4-3 "	" 7-6-0 "
" Yellow Cawnpore " ..	" 7-10-0 "	" 7-11-0 "
Poppy Seed " ...	" 7-7-6 "	" 7-8-0 "
Groundnuts " ..	" 6-0-0 Ready	" 6-0-0 Ready
Wheat, White Pessy " ...	" 4-6-6 "	" 4-4-6 "
" Khabri Pessy " ...	" 4-5-6 "	" 4-3-6 "
" Ahmedabad (Soft Red) " ...	" 4-6-6 April-May	" 4-6-0 April-May
" Laskari " ..	" 4-0-0 "	" 4-0-0 "
" Hard Yellow " ..	" 4-3-6 "	" 4-3-6 "
" Khandwa " ...	.....	.....
" Delhi No. 1 White Pessy " ..	Rs. 4-8-9 "	Rs. 4-8-0 "
" " Red " ..	.....	.....
" Hard Red Khatha " ...	Rs. 3-13-0 "	Rs. 3-13-0 "
" Nagpore Khathi " ..	.....	.....
Opium, (Malwa) per chest, Old ..	Rs. 1,125	Rs. 1,125
" " " New ...	" 1,075	" 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, *via Cape*, (per ton 50 feet.)	Nil.	Nil.
" " " Sucz Canal. (per ton 40 feet).	£1-6-3	£1-6-3
" Seeds & Wheat	£1-5-0	£1-5-0
London—M'ment cargo, P.&O. Co. ..	£1-6-3	£1-6-3
" Seeds & Wheat do. ..	£1-5-0	£1-5-0
" M'ment cargo Via Canal...	£1-6-3	£1-6-3
" Seeds and Wheat " ..	£1-5-0	£1-5-0
Havre—M'ment cargo " ...	£1-5-0	£1-6-3
" Seeds and Wheat " ..	£1-3-9	£1-5-0
Antwerp—M'ment cargo " ..	£1-6-3	£1-5-0
" Seeds and Wheat " ..	£1-3-9	£1-3-9
Hull " ...	£1-5-0	£1-5-0
Dunkirk " ..	£1-6-3	£1-5-0
Trieste & Venice—M't. cargo " ..	£1-12-6 at 2s. Ex.	£1-12-6 to 2s. Ex.
" " Seeds & Wheat " ..	£1-10-6 at 2s. Ex.	£1-10-0 to 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-5-0	£1-6-3
" " Seeds & Wheat " ..	£1-3-9	£1-5-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia..	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th March.	Week ending 20th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 1/32d.	1s. 4 31/32d.
" " Sight	1s. 5 1/16d.	1s. 5d.
" " 3 m'ths' "	1s. 5 5/32d.	1s. 5 3/32d.
" " 4 " "	1s. 5 7/32d.	1s. 5⅛d.
" " 6 " "	1s. 5 9/32d.	1s. 5 3/16d.
First-class Credits 3 " "	1s. 5 9/32d.	1s. 5 3/16d.
" " 6 " "	1s. 5 13/32d.	1s. 5 5/16d.
Documents... " 3 " "	1s. 5 5/16d.	1s. 5 7/32d.
" " 6 " "	1s. 5 7/16d.	1s. 5 11/32d.
Paris Francs Mer'tile Bills 3 " "	1·82	1·81
" " 6 " "	1·83½	1·82½
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight.	215	215
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-0-0	Rs. 23-1-0
Sovereigns	" 14-1-0	" 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bill.	12 per cent.	12 per cent.
" of Interest on Demand Loans on Govt. Securities	12 "	12 "
Rate of Discount in the open Market on Govt. Securities ...	12 "	12 "
Money Market	Firm.	Firm.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 98 13/16	Rs. 99 5/16
Four-and-a-half per cents. ...	" 100¼ Nominal	" 100½ Nominal
IMPORTS.	Little doing owing to scarcity of money; but market quite steady.	Moderate demand at steady prices.
Piece Goods— Market		
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-10-3 to 3-15-6	Rs. 2-10-3 to 3-15-6
7½ to 8¼ lbs. " " "	" 3-5-6 to 5-5-0	" 3-5-6 to 5-5-0
2¼ to 3lbs. 28-30 in. Madapollams "	" 1-3-0 to 1-11-0	" 1-3-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9 5/16 to 10⅛	As. 9 5/16 to 10⅛
No. 30s Water " " ...	" 8 11/16 to 9⅞	" 8 11/16 to 9⅞
Copper Braziers (in bundles) (per cwt)	Rs. 38-4-0	Rs. 38-4-0
Yellow Metal, (in cases) " ...	" 36-4-0 to 36-8-0	" 36-8-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 38 to 40	Rs. 39 to 40
Staffordshire Bar Iron, " " ...	" 40 to 42	" 44 to 45
Swedish Bar Iron, " " ...	" 40 to 47	" 49 to 50
Davison's West Hartley Coal (per ton) alongside.	Rs. 20 ready; 18 fwd.	Rs. 20 ready; 18½ fwd.
Welsh Hartley Coal, (per ton) "	" 19½ " ...	" 19 " ; 18 "
Cardiff Coal, (") "	" 21½ " ; 20 fwd.	" 21 " ; 20½ "
EXPORTS.		
Cotton— Market. [per candy.	Steady.	Quiet.
Broach, ... Fine...	Rs. 250 Ready	Rs. 255 Ready
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 241 Ready	Rs. 246 Ready
Hingunghat, ... Fine...	.....	.....
Do. ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 13th March.	Week ending 20th March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
,, ,, F.G....	Rs. 223 Ready	Rs. 224 Ready
,, ,, Good..	,, 217 ,,	,, 218 ,,
,, ,, F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 207 Ready	Rs. 206 Ready
,, ... Good..	,, 200 ,,	,, 200 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 206 Ready	Rs. 204 Ready
,, ... F.G....	,, 203 ,,	,, 202 ,,
,, ... Good..	.....	,, 200 ,,
Dhollera, ... Fine...	Rs. 230 April-May	,, 228 ,,
,, ... F.G....	,, 220 ,,	,, 218 ,,
,, ... Good..	,, 210 ,,	,, 208 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 195 Ready	Rs. 194 Ready
,, ... F.G...	,, 181 ,,	,, 181 ,,
,, ... Good..	,, 176 ,,	,, 175 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good..	Rs. 225 April-May	Rs. 225 April-May
,, ,, ... F.G.F.	.....	.....
Westerns ,, ... Good...	Rs. 218 May	Rs. 218 April-May
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt)...	Rs. 8-1-0 Ready	Rs. 8-1-0 Ready
,, Mixed ,, ...	,, 7-9-0 ,,	,, 7-9-0 ,,
Linseed, Bold ,, ...	,, 6-6-0 ,,	,, 6-8-0 ,,
,, Small Seed ,, ...	.....	.....
Rapeseed, Guzerat Yellow ,,	Rs. 8-0-0 April-May	Rs. 8-0-0 April-May
,, Brown Delhi ,, ...	,, 7-4-0 ,,	,, 7-2-6 ,,
,, Yellow Cawnpore ,, ..	,, 7-9-0 ,,	,, 7-8-6 ,,
Poppy Seed ,, ...	,, 7-6-6 ,,	,, 7-4-0 ,,
Groundnuts ,, ...	,, 6-1-0 Ready	,, 6-2-0 Ready
Wheat, White Pessy ,, ..	,, 4-4-0 ,,	,, 4-3-0 ,,
,, Khabri Pessy ,, ...	,, 4-3-0 ,,	,, 4-2-0 ,,
,, Ahmedabad(Soft Red),, ...	,, 4-6-0 April-May	,, 4-4-0 April-May
,, Laskari ,, ...	,, 4-0-0 ,,	,, 4-0-0 ,,
,, Hard Yellow ,, ...	,, 4-3-6 ,,	,, 4-3-6 ,,
,, Khandwa ,, ...	.....	.....
,, DelhiNo.1,WhitePessy,, ...	Rs. 4-7-0 April-May	Rs. 4-7-6 April-May
,, ,, Red ,, ..	.....	.....
,, Hard Red Khatha ,, ...	Rs. 3-13-0 April-May	Rs. 3-13-0 April-May
,, Nagpore Khathi ,, ...	.....	.....
Opium, (Malwa) per chest, Old ...	Rs. 1,175	,, 1,175
,, ,, ,, New ...	,, 1,115	,, 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton 40 feet).	£1-5-6	£1-5-6
,, Seeds & Wheat ...	£1-4-0	£1-4-0
London—M'ment cargo, P. & O. Co...	£1-5-0	£1-2-6
,, Seeds & Wheat ,, ...	£1-3-9	£1-0-0
,, M'ment cargo Via Canal...	£1-5-0	.....
,, Seeds and Wheat ,, ...	£1-3-9	.....
Havre—M'ment cargo ,, ...	£1-6-3	£1-5-6
,, Seeds and Wheat ,, ...	£1-5-0	£1-4-0
Antwerp—M'ment cargo ,, ...	£1-5-0	£1-4-0
,, Seeds and Wheat ,, ...	£1-3-9	£1-2-9
Hull ,, ...	.....	£1-7-0
Dunkirk ,, ...	£1-5-0	£1-4-6
Trieste & Venice—M't cargo ,, ...	£1-13-6 at 2s. Ex.	£1-15-0 at 2s. Ex.
,, Seeds & Wheat ,, ...	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
Marseilles and Genoa—M't cargo Via Canal.	.....	£1-5-0
,, ,, Seeds & Wheat ,, ...	.....	£1-3-9
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 35	,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th March.	Week ending 3rd April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 1/32d.	1s. 5 1/16d.
„ „ Sight	1s. 5 1/16d.	1s. 5 3/32d.
„ „ 3 m'ths' „	1s. 5 5/32d.	1s. 5 3/16d.
„ „ 4 „ „	1s. 5 3/16d.	1s. 5 7/32d.
„ „ 6 „ „	1s. 5 9/32d.	1s. 5 9/32d.
First-class Credits ...3 „ „	1s. 5 9/32d.	1s. 5 9/32d.
„ „ 6 „ „	1s. 5 13/32d.	1s. 5 13/32d.
Documents 3 „ „	1s. 5 5/16	1s. 5 5/16d.
„ „ 6 „ „	1s. 5 7/16d.	1s. 5 7/16d.
Paris Francs Mercantile Bills...3 „ „	1·81¾	1·81¾
„ „ ...6 „ „	1·83	1·83
On Calcutta Bank Telegraphic Transfer.	100 1/16	100
On China Mer'tile Bills, 60 days' Sight..	215	215
English Bar Gold, 100 touch (per tola)	Rs. 23-1-0	Rs. 23-0-0
Sovereigns	„ 14-3-0	„ 14-6-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	12 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities	12 „	12 „
Rate of Discount in the open Market on Govt. Securities ...	12 „	12 „
Money Market	Firm.	Firm.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99¾	Rs. 99 9/16
Four-and-a-half per cents. ...	„ 102½ Noml.	„ 102½ Noml.
IMPORTS.		
Piece Goods— Market	Steady, but little doing owing to scarcity of money.	Fair demand.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece.)	Rs. 2-10-3 to 3-15-6	Rs. 2-10-3 to 3-15-6
7½ to 8½lbs. „ „ „	„ 3-5-3 to 5-4-6	„ 3-5-3 to 5-4-6
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-3-0 to 1-11-0	„ 1-3-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9¼ to 10	As. 9¼ to 10
No. 30s Water „ „ ...	„ 8 11/16 to 9 13/16	„ 8 11/16 to 9 13/16
Copper Braziers, (in bundles) (per cwt)	Rs 38-12-0	Rs. 39-4-0
Yellow Metal, (in cases) „ ...	„ 37-8-0	„ 37-8-0 to 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 38 to 40	Rs. 36 to 40
Staffordshire Bar Iron, „ „	„ 40 to 42	„ 40 to 42
Swedish Bar Iron, „ „	„ 38 to 47	„ 37 to 47
Davison's West Hartley Coal (per ton) alongside.	Rs. 19½ ready ; 18¾ fwd.	Rs. 21 ready ; 19 fwd.
Welsh Hartley Coal, (per ton) „	„ 18 „ 17¾ „	„ 19 „ 18 „
Cardiff Coal, („) „	„ 21 „ 20½ „	„ 21½ „ 21 „
EXPORTS.		
Cotton— Market. [per candy.	Steady.	Quiet, but steady.
Broach, ... Fine...	Rs. 257 Ready	Rs. 253 Ready
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 27th March.	Week ending 3rd April.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 224 Ready	Rs. 221 Ready
" " Good..	" 218 "	" 215 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 206 Ready	Rs. 203 Ready
" ... ... Good..	" 200 "	" 197 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 294 Ready	Rs. 203 Ready
" ... ... F.G....	" 202 "	" 200 "
" ... ... Good..	" 199 "	.....
Dhollera, ... Fine...	" 229 "	Rs. 228 Ready
" ... ... F.G....	" 219 "	" 218 "
" ... ... Good..	" 210 "	" 208 "
" ... ... F.G.F.	....	....
Bengals,.. .. .. Fine...	Rs. 194 Ready.	Rs. 193 Ready.
" .. .. F.G..	" 180 "	" 181 "
" .. .. Good	" 175 "	" 175 "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.).. .. Good	Rs. 226 Ready	Rs. 228 May.
" " .. .. F.G.F.	....	....
Westerns, ... Good..	Rs. 218 May	Rs. 217 May-June
" ... ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-1-0 Ready	Rs. 8-1-0 Ready
" Mixed " ..	" 7-9-0 "	" 7-9-0 "
Linseed, Bold " ..	" 6-8-0 "	" 6-7-0 "
" Small Seed " ...	.....	....
Rapeseed, Guzerat Yellow " ..	Rs. 8-1-0 Ready.	Rs. 8-1-0 April-May
" Brown Delhi " ...	" 7-3-0 April-May	" 7-3-0 "
" Yellow Cawnpore " ..	" 7-9-0 "	" 7-8-0 "
Poppy Seed " ..	" 7-9-0 "	" 7-9-0 "
Groundnuts " ..	" 6-3-0 Ready	" 6-3-0 Ready
Wheat, White Pessy " .	" 4-7-0 April-May	" 4-6-0 Apdil-May
" Khabri Pessy " ..	" 4-6-0 "	" 4-5-0 "
" Ahmedabad (Soft Red " ..	" 4-3-0 "	" 4-2-6 Forward
" Laskari " ..	" 4-0-0 "	" 4-0-0 "
" Hard Yellow " ..	" 4-3-6 "	" 4-3-0 "
" Khandwa " ..	.....	...
" DelhiNo.1,WhitePessy " ..	Rs, 4-7-6 April-May	Rs. 4-6-0 Forward
" " Red " ..	.....	.....
" Hard Red Khatha " ...	Rs. 3-13-0 April-May.	Rs. 3-12-0 Forward.
" Nagpore Khathi " ..	.....	" 3-1 -0 "
Opium, (Malwa) per chest, Old ..	Rs. 1,150	" 1,135
" " " New ..	" 1,080	" 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape,(per ton 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton 40 feet.)	£1-3-9	£1-1-0
" Seeds & Wheat	£1-2-3	£1-0-0
London—M'ment cargo, P. & O. Co.	£1-1-3	£1-0-0
" Seeds & Wheat do. ..	£1-. -0	£0-18-9
" M'ment cargo, Via Canal..	.....	.....
" Seeds and Wheat " ..	....	.....
Havre—M'ment cargo " ..	£1-3-9	£1-2-6
" Seeds and Wheat " ..	£1-2-6	£1-1-3
Antwerp—M'ment cargo " ...	£1-3-9	£1-2-6
" Seeds and Wheat,, ..	£1-2-6.	£1-1-3
Hull " ..	....	£1-2-0
Dunkirk " ..	£1-3-9	£1-2-0
Trieste & Venice—M't. cargo " ..	£1-15-0 at 2s. Ex.	£1-13-0 at 2s. Ex
" Seeds and Wheat,,	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex
Marseilles and Genoa—M't. cargo Via Canal.	£1-2-6	£1-1-3
" " Seeds & Wheat,, ..	£1-2-6	£1-1-3
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th April.	Week ending 17th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 5½d.	1s. 5 9/16d. Nominal
„ „ Sight	1s. 5 5/32d.	1s. 5⅛d. „
„ „ 3 m'ths' „	1s. 5 7/32d.	1s. 5 23/32d. „
„ „ 4 „ „	1s. 5¼d.	1s. 5 25/32d. „
„ „ 6 „ „	1s. 5 5/16d.	1s. 5⅜d. „
First-class Credits ...3 „ „	1s. 5 5/16d.	1s. 5⅜d. „
„ „ 6 „ „	1s. 5 7/16d.	1s. 6d. „
Documents ... ... 3 „ „	1s. 5 11/32d.	1s. 5 29/32d. „
„ 6 „ „	1s. 5 15/32d.	1s. 6 1/32d. „
Paris Francs Mercantile Bills... 3 „ „	1·82	1·88
„ 6 „ „	1·83¼	1·89½
On Calcutta Bank Telegraphic Transfer.	100	100 1/16
On China Mer'tile Bills, 60 days' Sight.	215	215
English Bar Gold, 100 touch (per tola)	Rs. 22-14-0	Nominal
Sovereigns...	„ 14-6-0	„
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	12 per cent.	12 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	12 „	12 „
Rate of Discount in the open Market on Govt. Securities ...	12 „	12 „
Money Market	Firm	Firm; but easier rates for accommodation expected shortly.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99½	Rs. 100 Nominal
Four-and-a-half per cents. ...	„ 100¾ Nominal	„ 101 „
IMPORTS.		
Piece Goods— Market	Fair Domand.	Fair demand at steady prices.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 2-10-0 to 3-15-3	Rs. 2-10-0 to 3-15-3
7½ to 8½lbs. „ „ „ ...	„ 3-5-3 to 5-4-6	„ 3-5-3 to 5-4-6
3lbs. 30-32 in. Madapollams „ ...	„ 1-3-0 to 1-11-0	„ 1-3-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9 5/16 to 10½	As. 9 5/16 to 10½
No. 30s Water. „ „ ...	„ 8 11/16 to 9 13/16	„ 8 11/16 to 9 13/16
Copper Braziers, (in bundles) (per cwt.)	Rs. 39-8-0	Rs. 39-2-0
Yellow Metal, (in cases) „ ...	„ 37-10-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 35 to 40	Rs. 35 to 36
Staffordshire Bar Iron, „ „	„ 38 to 42	„ 37 to 38
Swedish Bar Iron, „ „	„ 38 to 48	„ 37 to 46
Davison's West Hartley Coal, (per ton) alongside.	Rs. 21½ rdy; 19½ fwd.	Rs. 21 ready; 19 fwd.
Welsh Hartley Coal, (per ton) „	„ 21 rdy; 18½ „	„ 20 ready; 18 „
Cardiff Coal, „ „	„ 21½ rdy; 20½ „	„ 21½ ready; 20½ „
EXPORTS.		
Cotton— Market.	Dull.	Steady.
[per candy.		
Broach, ... Fine...	Rs. 254 ready.	Rs. 257 Ready.
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	.....	.....
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 10th April.	Week ending 17th April.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G...	Rs. 221 Ready	Rs. 222 Ready
" " Good..	" 215 "	" 215 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 202 Ready	Rs. 202 Ready
" ... ... Good...	" 196 "	" 195 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 202 "	Rs. 199 Ready
" ... ... F.G....	" 197 "	" 194 "
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 226 Ready	Rs. 226 Ready
" ... ... F.G.....	" 217 "	" 216 "
" ... ... Good...	" 207 "	" 207 "
" ... ... F.G.F..	.....	.....
Bengals, ... Fine ..	Rs. 194 Ready	Rs. 195 Ready
" .. .. F.G. ..	" 183 "	" 184 "
" .. .. Good ..	" 176 "	" 177 "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good..	Rs. 226 May	Rs. 223 Ready
" " .. .. F.G.F.	....	.....
Westerns, " .. .. Good	Rs. 216 May-June	Rs. 216 May
" .. .. F.G.F.	....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-1-0 Ready	Rs. 8-1-0 Ready Nom.
" Mixed " ..	" 7-9-0 "	" 7-9-0 " "
Linseed, Bold " ..	" 6-8-0 "	" 6-8-0 "
" Small Seed " ..	....	....
Rapeseed, Guzerat Yellow " ..	Rs. 8-2-0 Ready	Rs. 8-3-0 Ready
" Brown Delhi " ..	" 7-3-6 April-May	" 7-4-6 April-May
" Yellow Cawnpore " ..	" 7-8-6 "	" 7-10-0 "
Poppy Seed " ..	" 7-9-6 "	" 7-5-0 "
Groundnuts " ..	" 6-5-0 Ready	" 6-5-0 Ready
Wheat, White Pessy " ..	" 4-5-6 April-May	" 4-7-6 April-May
" Khabri Pessy " ..	" 4-4-6 "	" 4-6 6 "
" Ahmedabad (Soft Red) " ..	" 4-2-6 "	" 4-0 6 "
" Laskari " ..	" 4-0-0 "	" 4-0 0 "
" Hard Yellow " ..	" 4-2-6 "	" 4-2-6 "
" Khandwa " ..	....	.....
" Delhi No. 1 White, Pessy " ..	Rs. 4-5-6 April-May	Rs. 4-6-6 April-May
" " Red " ..	....	....
" Hard Red Khatha " ..	Rs. 3-11-0 "	Rs. 3-12-0 April-May
" Nagpore Khathi " ..	" 3-14-0 April-May	" 3-14-0 "
Opium. (Malwa) per chest, Old ..	" 1120	" 1,125
" " " New ..	" 1050	" 1,050
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton 40 feet.)	£1-0-0	£1-0-0
" Seeds & Wheat.. ..	£0-18-0	£0-17-6
London—M'ment cargo, P. & O. Co...	£1-0-0	£1-0-0
" Seeds & Wheat do. ..	£0-18-9	£0-17-6
" M'ment cargo, Via Canal.	....	.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ..	£1-1-3	£1-0-0
" Seeds and Wheat " ..	£1-0-0	£0-18-9
Antwerp—M'ment cargo " ..	£1-1-3	£1-0-0
" Seeds and Wheat " ..	£1-0-0	£0-18-9
Hull " ..	£1-1-3	£1-0-0
Dunkirk " ..	£1-1-3	£1-0-0
Trieste & Venice—M't. cargo, " ..	£1-12-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
" Seeds and Wheat, " ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-0-6	£1-0-0
" " Seeds & Wheat " ..	£1-0-6	£0-18-9
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th April.	Week ending 1st May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 15/32d.	1s. 5 11/16d.
„ „ Sight	1s. 5½d.	1s. 5 23/32d.
„ „ 3 m'ths' „	1s. 5 9/16d.	1s. 5 25/32d.
„ „ 4 „ „	1s. 5 19/32d.	1s. 5 13/16d.
„ „ 6 „ „	1s. 5 21/32d.	1s. 5⅞d.
First-class Credits 3 „ „	1s. 5⅝d.	1s. 5 29/32d.
„ „ 6 „ „	1s. 5¾d.	1s. 6 1/32d.
Documents „ 3 „ „	1s. 5 21/32d.	1s. 5 15/16d.
„ „ 6 „ „	1s. 5 25/32d.	1s. 6 1/16d.
Paris Francs Mercantile Bills ...3 „ „	1·85	1·88¼
„ „ 6 „ „	1·86½	1·89⅜
On Calcutta Bank Telegraphic Transfer	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight.	216	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-8-0	Nominal.
Sovereigns	„ 14-0-0	„
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	12 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities.	12 „	8 „
Rate of Discount in the open Market on Govt. Securities....	12 „	6 „
Money Market	Firm.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100⅜	Rs. 102¼
Four-and-a-half per cents. ...	„ 102	„ 104¼ Nominal.
IMPORTS.		
Piece Goods— Market	Fair demand; prices hardening.	Quiet and easier owing to higher Exchange.
6½ to 7 lbs. 34-38 in. Grey Shrtgs' (per piece)	Rs. 2-10 to 3-15-3	Rs. 2-9-6 to 3-14-9
7½ to 8¼ lbs. „ „ „ ...	„ 3-5-3 to 5-4-6	„ 3-4-9 to 5-3-9
3lbs. 30-32in. Madapollams „ ...	„ 1-3-0 to 1-11-6	„ 1-2-9 to 1-11-3
No. 40s Mule Twist, (per lb.) ...	As. 9 5/16 to 10⅛	As. 9¼ to 10
No. 30s Water „ „ ...	„ 8 11/16 to 9 13/16	„ 8⅝ to 9¾
Copper Braziers, (in bundles) (per cwt.)	Rs. 39-0-0	Rs. 39-4-0
Yellow Metal, (in cases) „ ..	„ 36-12-0	„ 36-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 35 to 36	„ 35 to 36
Staffordshire Bar Iron, „ „ ...	„ 38 to 40	„ 38 to 40
Swedish Bar Iron, „ „ ...	„ 37 to 45	„ 37 to 45
Davison's West Hartley Coal, (per ton) alongside.	Rs. 21 ready; „ 18½ forward.	Rs. 21 ready; „ 19 forward.
Welsh Hartley Coal, (per ton) „	Rs. 20 ready.; 17 fwd.	Rs. 20 ready; 18 fwd.
Cardiff Coal, („) „	„ 22 „ ; 20 „	„ 23 ready.
EXPORTS.		
Cotton— Market (per candy	Dull.	Quiet.
Broach, ... Fine...	Rs. 256 Ready	Rs. 254 Ready.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 24th April.	Week ending 1st May.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G....	Rs. 221 Ready	Rs. 218 Ready
„ „ Good..	„ 215 „	„ 212 „
„ „ F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 200 Ready	Rs. 200 Ready
„ ... ... Good..	„ 193 „	„ 193 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 198 Ready	Rs. 196 Ready
„ ... ... F.G....	„ 193 „	„ 192 „
„ ... ... Good..	.....	„ 188 „
Dhollera, ... Fine...	Rs. 222 Ready	„ 220 „
„ ... ... F.G....	„ 212 „	„ 210 „
„ ... ... Good..	„ 202 „	„ 200 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 196 Ready	Rs. 196 Ready
„ ... .. F.G.....	„ 186 „	„ 186 „
„ .. ... Good ..	„ 176 „	„ 176 „
„ ... .. F.G.F....	....	....
Dharwar (S.G.) ... .. Good ...	Rs. 222 May	Rs. 219 Ready
„ „ .. ... F.G.F....	....	....
Westerns, ... Good..	Rs. 216 May	Rs. 214 May-June
„ ... .. F.G.F...	.....	....
Gingelly, Seed, White (per cwt.)	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 6-10-0 Ready	Rs. 6-9-6 Ready
„ Small Seed „ ..	.....	„ 6-8-6 „
Rapeseed, Guzerat Yellow „ ..	Rs. 8-3-0 Ready	„ 8-2-0 „
„ Brown Delhi „ ..	„ 7 5-6 „	„ 7-5-6 „
„ Yellow Cawnpore „ ..	„ 7-11-0 „	„ 7-10-6 „
Poppy Seed „ ..	„ 7-7-0 „	„ 7-5-6 „
Groundnuts „ ..	„ 6-2-0 „	„ 6-2-0 „
Wheat, White pessy „ ..	„ 4-8-0 „	„ 4-7-0 „
„ Khabri Pessy „ ..	„ 4-7-0 „	„ 4-6-0 „
„ Ahmedabad, (Soft Red) ..	„ 4-4-0 „	„ 4-4-0 „
„ Laskari „ ..	.....	....
„ Hard Yellow „ ..	Rs. 4-2-6 Ready	Rs. 4-2-6 Ready
„ Khandwa „ ..	.....	....
„ DelhiNo.1, White Pessy, ..	Rs. 4-6-3 Ready	Rs. 4-5-9 Ready
„ „ Red „ ..	.....	.....
„ Hard Red Khatha „ ..	Rs. 3-12-0 Ready	Rs. 3-14-6 Ready
„ Nagpore Khathi „ ..	„ 4-0-9 „	„ 4-0-0 „
Opium, (Malwa) per chest, Old ..	„ 1,125	„ 1,120
„ „ „ New ..	„ 1,050	„ 1,030
FREIGHTS.	Ready	Ready
Liverpool—Cotton, via Cape, (per ton 50 feet.)	Nil.	Nil.
„ „ „ Suez Canal. (per ton 40 feet.)	£1-1-3	£1-0-0
„ Seeds & Wheat.. ..	£0-18-9	£0-18-9
London—M'ment cargo, P. & O. Co.	£1-1-3	£1-0-0
„ Seeds & Wheat do. ..	£0-18-9	£0-18-9
„ M'ment cargo, Via Canal...	....	.....
„ Seeds and Wheat „ ..	.....	.....
Havre—M'ment cargo „ ..	£1-1-3	£1-0-0
„ Seeds and Wheat „ ..	£1-1-0	£0-18-9
Antwerp—M'ment cargo „ ..	£1-0-0	£1-0-0
„ Seeds and Wheat „ ..	£1-0-0	£0-18-9
Hull „ ..	£1-0-3	£0-19-6
Dunkirk „ ..	£1-0-0	£1-0-0
Trieste & Venice—M't. cargo „ ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
„ „ Seeds & Wheat „ ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal	£1-0-0	£0-18-9
„ „ Seeds & Wheat „ ..	£0-18-9	£0-18-9
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 35	„ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 8th May.	Week ending 15th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5½d.	1s. 5 13/16d.
„ „ Sight	1s. 5 17/32d.	1s. 5⅞d.
„ „ 3 m'ths' „	1s. 6 19/32d.	1s. 5 15/16d.
„ „ 4 „ „	1s. 5⅝d.	1s. 5 31/32d.
„ „ 6 „ „	1s. 5 11/16d.	1s. 6 1/32d.
First-class Credits... 3 „ „	1s. 5 23-32d.	1s. 6 1/16d.
„ „ 6 „ „	1s. 5 27/32d.	1s. 6 3/16d.
Documents 3 „ „	1s. 5¾d.	1s. 6 3/32d.
„ 6 „ „	1s. 5⅞d.	1s. 6 7/32d.
Paris Francs Mercantile Bills... 3 „ „	1·86	1·89¾
„ „ 6 „ „	1·87½	1·91¼
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32d.
On China Mer'tile Bills, 60 days' Sight	219	221
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-8-0 Nominal	Rs. 22-0-0 Forward.
Sovereigns...	„ 14-0-0 „	„ 13-10-0 „
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	6 „	6 „
Rate of Discount in the open Market on Govt. Securities ...	6 „	5 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103	Rs. 103 1/16
Four-and-a-half per cents. ...	„ 105 Nominal	„ 105 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet but steady.	Moderate business at steady prices.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-9-6 to 3-14-9	Rs. 2-9-6 to 3-14-9
7½ to 8¼ lbs. „ „ „ ...	„ 3-4-9 to 5-3-9	„ 3-4-9 to 5-3-9
3 lbs. 30-32 in. Madapollams „ ...	„ 1-2-9 to 1-11-3	„ 1-2-9 to 1-11-3
No. 40s Mule Twist, (per lb.) ...	As. 9¼ to 10	As. 9¼ to 9 15/16
No. 30s Water „ „ ...	„ 8⅝ to 9¾	„ 8⅝ to 9¾
Copper Braziers, (in bundles) (per cwt.)	Rs. 39-12-0	Rs. 39-8-0 to 40-0-0
Yellow Metal, (in cases) „ ...	„ 37-0-0	Rss. 36-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 34 to 35	„ 34 to 35
Staffordshire Bar Iron, „ „	„ 36 to 37	„ 38 to 40
Swedish Bar Iron, „ „	„ 36 to 45	„ 36 to 45
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20¼ ready; „ 19 forward.	Rs. 20¼ Ready; „ 19 Forward.
Welsh Hartley Coal, (per ton) „	„ 19 Ready; 18 do.	Rs. 19 Ready; 18 do.
Cardiff Coal, „ „	„ 22½ „ ; 20¾ do.	„ 23 „ ; 20½ do.
EXPORTS.		
Cotton— Market [per candy.]	Quiet.	Quiet.
Broach, ... Fine....	Rs. 250 Ready.	Rs. 254 Ready.
Do. ... ... F.G.....	.....	.....
Do. ... ... Good...	.....	.....
Hingunghat, ... Fine ...	.....	.....
Do. ... F.G. ...	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 8th May.	Week ending 15th May.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" ... ... F.G. ...	Rs. 218 Ready	Rs. 218 Ready
" ... ... Good...	" 212 "	" 212 "
" ... ... F.G.F..	.....	.....
Khandeish, ... Fine ...	.....	.....
" ... ... F.G.....	Rs. 200 Ready	Rs. 200 Ready
" ... ... Good...	" 190 "	" 192 "
" ... ... F.G.F..	.....	.....
Belatee, ... Fine...	Rs. 196 Ready	Rs. 195 Ready
" ... ... F.G. ...	" 190 "	" 190 "
" ... ... Good...	" 187 "	.....
Dhollera, ... Fine...	" 221 "	Rs, 220 Ready
" ... ... F.G....	" 210 "	" 207 "
" ... ... Good..	" 199 "	" 195 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 196 Ready	Rs. 196 Ready
" .. .. F.G.....	" 186 "	" 186 "
" .. .. Good ..	" 176 "	" 176 "
" .. .. F.G.F...	.....	.....
Dharwar (S.G.) .. .. Good ..	Rs. 217 Ready	Rs. 216 Ready
" " ... .. F.G.F...	.....	.....
Westerns, ... Good..	Rs. 212 Ready	Rs. 215 Ready
" .. .. F.G.F...	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-11-0 Ready	Rs. 6-11-0 Ready
" Small Seed " ..	.....	.....
Rapeseed, Guzerat Yellow " .	Rs. 8-2-0 Ready	Rs. 8-1-0 Ready
" Brown Delhi " ..	" 7-11-0 "	" 7-8-6 "
" Yellow Cawnpore " ..	" 8-0-0 "	" 7-13-6 "
Poppy Seed " ..	" 7-7-6 "	" 7 6-6 "
Groundnuts " ..	.....	" 6-3 0 "
Wheat, White Pessy " ..	Rs. 4 9-0 Ready	" 4-7-9 "
" Khabri Pessy " ..	" 4-8-0 "	" 4-6-9 "
" Ahmedabad, (Soft Red), ..	" 4-4-0 "	" 4-3-6 "
" Laskari " ..	.....	.....
" Hard Yellow " ..	Rs. 4-3-0 Ready	Rs. 4-1-0 Ready
" Khandwa " ..	.....	.....
" Delhi No 1, White Pessy, ..	Rs. 4-7-6 Ready	Rs. 4-6-3 Ready
" " Red " ..	.....	.....
" Hard Red Khatha " ..	Rs. 4-0-0 Ready	Rs. 4 0-0 Ready
" Nagpore Khathi " ..	" 4-1-0 "	" 4-1-0 "
Opium, (Malwa) per chest, Old ..	" 1,140	" 1,125
" " " New ..	" 1,050	" 1,050
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet,)	Nil.	Nil.
" " " Suez Canal. (per ton 40 feet)	£0-18-9	£0-19-0
" Seeds & Wheat.. ..	£0-18-3	£0-17-3
London—M'ment cargo, P. & O. Co.	£0-18-9	£1-0-0
" Seeds & Wheat do. ..	£0-17-6	£0-15-0
" M'ment cargo, Via Canal...	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ..	£0-18-9	£1-0-0
" Seeds and Wheat " ..	£0-18-0	£0-19-6
Antwerp—M'ment cargo " ..	£0-18-9	£1-0-0
" Seeds and Wheat " ..	£0-18-0	£0-19-0
Hull " ..	£0-18-9	£0-19-0
Dunkirk " ..	£0-18-9	£0-19-0
Trieste & Venice—M't. cargo, ..	£1-7-6 at 2s. Ex.	£1-9-0 at 2s. Ex.
" " Seeds & Wheat, ..	£1-7-0 at 2s Ex.	£1-9-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-17-6	£0-19-0
" " Seeds & Wheat " ..	£0-17-6	£0-19-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd May.	Week ending 29th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 29/32d.	1s. 5 31/32d.
„ „ Sight	1s. 5 15/16d.	1s. 6d.
„ „ 3 m'ths' „	1s. 6 1/32d.	1s. 6 3/32d.
„ „ 4 „ „	1s. 6 1/16d.	1s. 6 1/8d.
„ „ 6 „ „	1s. 6 1/8d.	1s. 6 3/16d.
First-class Credits... 3 „ „	1s. 6 3/32d.	1s. 6 5/32d.
„ „ 6 „ „	1s. 6 1/4d.	1s. 6 9/32d.
Documents ... 3 „ „	1s. 6 5/32d.	1s. 6 3/16d.
„ ... 6 „ „	1s. 6 9/32d.	1s. 6 5/16d.
Paris Francs Mercantile Bills... 3 „ „	1·90 1/2	1·90 3/4
„ ... 6 „ „	1·92	1·92 1/4
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	220	219
Eng. Bar-Gold, 100 touch (per tola)	Rs. 22-0-0	Rs. 22-0-0
Sovereigns	„ 14-0-0	„ 14-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	6 „	6 „
Rate of Discount in the open Market on Govt. Securities ...	5 „	5 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103	Rs. 102 7/8
Four-and-a-half per cents. ...	„ 105 1/4 Noml.	„ 106 Noml.
IMPORTS.		
Piece Goods— Market	Quieter; prices Fairly steady.	Quiet and easier.
6 1/2 to 7lbs. 34-38 in. Grry Shrtgs., (per piece)	Rs. 2-9-6 to 3-14-9	Rs. 2-9-6 to 3-14-6
7 1/4 to 8 1/4 lbs. „ „ „ ...	„ 3-4-9 to 5-3-6	„ 3-4-6 to 5-3-3
3lbs. 30-32 in. Madapollams „ ...	„ 1-2-9 to 1-11-3	„ 1-2-9 to 1-11-3
No. 40s Mule Twist (per lb.) ...	As. 9 1/4 to 9 15/16	As. 9 3/16 to 9 7/8
No. 30s Water „ „ ...	„ 8 5/8 to 9 1/4	„ 8 9/16 to 9 11/16
Copper Braziers, (in bundles) (per cwt.)	Rs. 39 8-0	Rs. 40-0-0
Yellow Metal, (in cases) „ ...	„ 36-8-0 to 36-10-0	„ 36-12-0 to 37-0-0
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 34 to 35	Rs. 34 to 35
Staffordshire Bar Iron; „ „ ...	„ 37 to 39	„ 37 to 38
Swedish Bar Iron, „ „ ...	„ 36 to 45	„ 37 to 45
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 1/4 rdy. ; 18 fwd.	Rs. 19 to 20 ready; „ 18 forward.
Welsh Hartley Coal, (per ton) „	„ 19 „ ; 17 „	Rs. 18 rdy.; 17 forwd.
Cardiff Coal, „ „	„ 23 „ ; 20 „	„ 23 „ ; 20 „
EXPORTS.		
Cotton— Market. [per candy	Quiet.	Steady.
Broach, ... Fine...	Rs. 254 ready. Noml.	Rs. 254 ready. Noml.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 22nd May.	Week ending 29th May.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 216 Ready	Rs. 215 Ready
" " ... Good..	" 210 "	" 205 "
" " ... F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 198 Ready	Rs. 200 Ready
" ... ... Good..	" 190 "	" 190 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 195 Ready	Rs. 195 Ready
" ... ... F.G....	" 190 "	" 190 "
" ... ... Good..	" 185 "	" 185 "
Dhollera, ... Fine...	" 221 "	" 220 "
" ... ... F.G....	" 206 "	" 204 "
" ... ... Good..	" 194 "	" 192 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs 195 Ready.	Rs 196 Ready.
" .. .. F.G....	" 185 "	" 186 "
" .. .. Good..	" 175 "	" 176 "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.) ... ... Good..	Rs. 214 Ready	Rs. 210 Ready
" " ... ... F.G.F.	.....	.....
Westerns, ... Good..	Rs. 213 Ready	Rs. 213 Ready
" .. .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-11-0 Ready	Rs. 6-11-0 Ready
" Small Seed " ..	.....	.....
Rapeseed, Guzerat Yellow " ..	Rs. 8-4-0 Ready	Rs. 8-2-0 Ready
" Brown Delhi " ..	" 7-7-0 "	" 7-7-0 "
" Yellow Cawnpore " ..	" 7-14-0 "	" 7-13-0 "
Poppy Seed " ..	" 7-7-0 "	" 7-4-6 "
Groundnuts " ..	" 6-3-0 "	.....
Wheat, White Pessy " ..	" 4-5-6 "	Rs. 4-6-6 Ready
" Khabri Pessy " ..	" 4-1-6 "	" 4-5-6 "
" Ahmedabad (Soft Red), ..	" 4-3-6 "	" 4-3-6 "
" Laskari " ..	.....	.....
" Hard Yellow " ...	Rs. 3-15-6 Reedy	Rs. 3-15-6 Ready
" Khandwa " ..	.....	.....
" DelhiNo.1, WhitePessy, ..	Rs. 4-3-6 Ready	Rs. 4-3-6 Ready
" " Red " ..	.....	.....
" Hard Red Khatha " ..	Rs. 3-12-0 Ready	Rs. 3-12-0 Ready
" Nagpore Khathi " ..	" 4-0-0 "	" 4-0-0 "
Opium, (Malwa) per chest, Old ..	" 1,175	" 1,170
" " " New ..	" 1,075	" 1,035
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape (per ton 50 feet.)	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet.)	£1-2-0	£1-0-0
" Seeds & Wheat... ..	£1-0-0	£0-18-6
London—M'ment cargo, P. & O. Co.	£1-0-0	£1-0-0
" Seeds and wheat " .	£0-15-0	£0-15-0
" M'ment cargo, Via Canal..	.....	.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ...	£1-2-0	£1-0-0
" Seeds and Wheat " ..	£1-0-0	£0-18-6
Antwerp—M'ment cargo " ...	£1-2-0	£1-0-0
" Seeds & Wheat " ...	£1-0-0	£0-18-6
Hull " ..	£1-0-6	£0-18-6
Dunkirk " ...	£1-0-6	£0-18-6
Trieste & Venice—M't, cargo, ..	£1-10-0 at 2s. Ex.	£1-9-6 at 2s. Ex.
" " Seeds & Wheat " .	£1-10-0 at 2s. Ex.	£1-9-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-19-0	£0-18-6
" " Seeds & Wheat " ..	£0-19-0	£0-18-6
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th June,	Week ending 12th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 5 27/32d.	1s. 6 7/16d.
„ „ Sight...	1s. 5½d.	1s. 6 15/32d.
„ „ 3 m'ths' „ ...	1s. 5 31/32d.	1s. 6 17/32d.
„ „ 4 „ „ ...	1s. 6d.	1s. 6 9/16d.
„ „ 6 „ „ ...	1s. 6 1/16d.	1s. 6⅝d.
First-class Credits ...3 „ „ ...	1s. 6 1/16d.	1s. 6 11/16d.
„ „ 6 „ „ ...	1s. 6 3/16d.	1s. 6 13/16d.
Documents „ 3 „ „ ...	1s. 6 3/32d.	1s. 6 23/32d.
„ „ 6 „ „ ...	1s. 6 7/32d.	1s. 6 27/32d.
Paris Francs Mercan. Bills... 3 „ „ ...	1·89¾	1·96½
„ „ 6 „ „ ...	1·91¼	1·98
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	219	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-13-0	Rs. 21-9-0
Sovereigns	„ 13-12-0	„ 13-9-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	6 „
Rate of Discount in the open market on Govt. Securities ...	4 „	4 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103	Rs. 103¼
Four-and-a-half per cents. ...	„ 106¼ Nominal	„ 106 Nominal.
IMPORTS.		
Piece Goods— Market	Dull and prices giving way.	Quiet and easier.
6½ to 7 lbs. 34-38 Grey Shrtgs. (per piece)	Rs. 2-9-6 to 3-14-6	Rs. 2-9-6 to 3-14-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-4-3 to 5-3-0	„ 3-4-3 to 5-3-0
3 lbs. 30-32in. Madapollams „ ...	„ 1-2-6 to 1-11-0	„ 1-2-6 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9 3/16 to 9⅞	As. 9 3/16 to 9⅞
No. 30s Water „ „ ...	„ 8 9/16 to 9 11/16	„ 8 9/16 to 9 11/16
Copper Braziers, (in b'dles) (per cwt.)	Rs. 39-8-0 to 39-12-0	Rs. 39-8-0 to 39-10-0
Yellow Metal, (in cases) „ ...	„ 36-8-0	„ 36-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33-0-0	Rs. 33-0-0
Staffordshire Bar Iron, „ „	„ 37-0-0	„ 36 to 37
Swedish Bar Iron, „ „	„ 37 to 45	„ 37 to 44
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19 to 20 ready; „ 18 forward.	Rs. 19 ready; „ 17½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 18 rdy.; 17 forwd.	Rs. 18 rdy.; 17 forwd.
Cardiff Coal, „ „	„ 23 rdy.; 20 do.	„ 23 rdy.; 19½ do.
EXPORTS.		
Cotton— Market. [per candy.	Quiet.	Quiet, but steady.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 224 Ready	Rs. 220 ready.
Hingunghat, ... Good..	.....	„ 220 „
Do. ... ... F.G....	Rs. 240 Ready	„ 230 „

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 5th June.	Week ending 12th June.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 210 Ready	Rs. 206 Ready
" " Good..	" 206 "	" 196 "
" " F.G.F.	" 195 "	" 185 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 196 Ready	.....
" ... ... Good..	" 190 "	Rs. 188 Ready
" ... ... F.G.F.	" 180 "	" 175 "
Belatee, ... Fine...	" 190 "	" 194 "
" ... ... F.G....	" 185 "	" 188 "
" ... ... Good..	" 180 "	" 182 "
Dhollera, ... Fine...	" 218 "	.....
" ... ... F.G....	" 201 "	Rs. 200 Ready
" ... ... Good..	" 187 "	" 186 "
" ... ... F.G.F.	" 175 "	" 176 "
Bengals, ... Fine..	" 196 "	" 192 "
" .. ... F.G. ..	" 188 "	" 182 "
" ... ... Good..	" 172 " Nomi.	" 172 "
" ... .. F.G.F.	" 165 "	" 160 "
Dharwar (S.G). ... .. Good..	" 203 "	" 200 "
" " .. .. F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 204 Ready	Rs. 203 Ready
" .. .. F.G.F.	.....	....
Gingelly Seed, White (per cwt)	....	.....
" Mixed " ..	...	.....
Linseed, Bold " ..	Rs. 6-14-0 Ready	Rs. 6-10-6 Ready
" Small Seed " ...	" 6-13 0 "	" 6-9-6 "
Rapeseed, Guzerat Yellow " ..	" 8-2-0 "	" 7-14-0 "
" Brown Delhi " ..	" 7-9-0 "	" 7-4-6 "
" Yellow Cawnpore " ..	" 7-15-0 "	" 7-9-6 "
Poppy Seed " ..	....	" 7-4-6 "
Groundnuts " ..	Rs. 6-3-0 Ready [Rdy.	.....
Wheat, White Pessy " ..	Rs. 4-6-0 91 per cent.	Rs. 4-4-3 91 per cent.
	" 4 5- 85 " "	" 4-3-6 85 "
" Khabri Pessy " ...	.....	....
" Ahmedabad (Soft Red) " ..	Rs. 4-5-0 (Pure)	Rs. 4-2-6 Ready
" Laskari " ..	.....	" 4-0-0 "
" Hard Yellow " ..	.....	....
" Khandwa " ..	.....	.....
" DelhiNo.1,WhitePessy " ..	Rs. 4-4-6 Ready	Rs. 4-2-3 Ready
" " Red " ..	.....	" 3-14-6 "
" " Hard Red Khatha " ..	.....	.....
" Nagpore Khathi " ..	Rs. 4-0-0 Ready	Rs. 3-14-6 Ready
Opium, (Malwa) per chest, Old ..	" 1,165	" 1,165
" " " New ..	" 1,085	" 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape (per ton 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet.)	£0-18-9	£1-0-0
" Seeds & Wheat.. ..	£0-18-0	£0-17-6
London—M'ment cargo, P. & O. Co.	£0-18-9	£1-0-0
" Seeds & Wheat " ..	£0-15-0	£0-16-3
" M'ment cargo, Via Canal...	... ..	.....
" Seeds and Wheat " ...	.....	.....
Havre—M'ment cargo " ..	£1-0-0	£1-0-0
" Seeds and Wheat " ..	£0-19-6	£0-17-6
Antwerp—M'ment cargo " ..	£1-0-0	£1-0-0
" Seeds and Wheat " ...	£0-19-0	£0-18-6
Hull " ..	£1-0-0	£0-18-6
Dunkirk " ..	£0-19-6	£0-18-6
Trieste & Venice—M't. cargo, " ...	£1-10-0 at Ex. 2s.	£1 9-0 at 2s. Ex.
" " Seeds & Wheat, " ..	£1-10-0 at Ex. 2s.	£1-9-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal	£1-0-0	£1-0-0
" " Seeds & Wheat " ..	£0-18-0	£0-18-6
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 19th June.	Week ending 26th June.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 6⅜d.	1s. 6⅜d.
„ „ Sight	1s. 6 13/32d.	1s. 6 13/32d.
„ „ 3 m'ths' „	1s. 6½d.	1s. 6½d.
„ „ 4 „ „	1s. 6 9/16d.	1s. 6 9/16d.
„ „ 6 „ „	1s. 6⅝d.	1s. 6 21/32d.
First-class Credits... 3 „ „	1s. 6⅝d.	1s. 6⅝d.
„ „ 6 „ „	1s. 6¾d.	1s. 6 13/16d.
Documents ... 3 „ „	1s. 6 21/32d.	1s. 6 21/32d.
„ ... 6 „ „	1s. 6 25/32d.	1s. 6 27/32d.
Paris Francs Mercantile Bills ... 3 „ „	1·95¾	1·95¾
„ 6 „ „	1·97¼	1·97¼
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola).	Rs. 21-8-0	Rs. 21-2-0
Sovereigns	„ 13-6-0	„ 13-5-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	6 „	6 „
Rate of Discount in the Open Market on Govt. Securities ...	4 „	4 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103½	Rs. 102⅞
Four-and-a-half per cents. ...	„ 106¼	„ 105 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet but steady.	Dull.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 2-9-6 to 3-14-6	Rs. 2-9-3 to 3-14-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-4-3 to 5-3-0	„ 3-4-3 to 5-3-0
31lbs. 30-32 in. Madapollams „ ...	„ 1-2-6 to 1-11-0	„ 1-2-6 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 9 3/16 to 9⅞	As. 9 3/16 to 9⅞
No. 30s. Water „ „ ...	„ 8 9/16 to 9 11/16	„ 8 9/16 to 9 11/16
Copper Braziers, (in bundles) (per cwt)	Rs. 40-0-0	Rs. 41-8-0
Yellow Metal, (in cases) (per cwt)	„ 36-8-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31 to 32	Rs. 31-0-0
Staffordshire Bar Iron „ „ ...	„ 35 to 36	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 35 to 45	„ 37 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 ready; „ 17½ Forward	Rs. 17½ ready; „ 17½ Forward.
Welsh Hartley Coal, (per ton) „	„ 17 Ready; 17 forwd.	„ 17 ready; 17 forwd.
Cardiff Coal, „ „	„ 20 Ready; 19 forwd.	Rs. 19 ready; 19¼ forwd.
EXPORTS.		
Cotton— Market. [per candy.	Quiet.	Quiet.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	Rs. 232 Ready.
Do. ... ... Good..	Rs, 218 Ready	Rs. 215 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G. ...	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 19th June.	Week ending 26th June.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G...	Rs. 209 Ready	Rs. 215 Ready
„ „ Good..	„ 205 „	„ 210 „
„ „ F.G.F.	.....	„ 190 „
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good...	Rs. 190 Ready	Rs. 190 Ready
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 192 Ready	Rs. 195 Ready
„ ... ... F.G ...	„ 187 „	„ 188 „
„ ... ... Good...	„ 180 „	„ 180 „
Dhollera, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 193 Ready	Rs. 190 Ready
„ ... ... Good...	„ 184 „	„ 180 „
„ ... ... F.G. F.	.....	.....
Bengals .. .. Fine..	....	.....
„ .. .. F.G...	Rs. 188 Ready	Rs. 186 Ready
„ .. .. Good..	„ 172 „	„ 175 „
„ .. .. F.G.F.	...	.....
Dharwar (S.G.) .. .. Good..	Rs. 200 Ready	„ 196 Ready
„ „ .. .. F.G.F.	....	....
Westerns,.. ... ... Good ..	Rs. 204 Ready	„ 195 Ready
„ ... .. F.G.F....	.....	....
Gingelly Seed, White (per cwt.)..	.....	.....
„ Mixed „ ..		.....
Linseed, Bold „ ..	Rs. 6-11-0 Ready.	Rs. 6-10-6 Ready
„ Small Seed „ ..	„ 6-10-0 „	„ 6-9-6 „
Rapeseed, Guzerat Yellow „ ..	„ 7-14-0 „	„ 7-12-0 „
„ Brown Delhi „ ..	„ 7-3-6 „	„ 7-1-6 „
„ Yellow Cawnpore „ .	„ 7-8-6 „	„ 7-7-0 „
Poppy Seed „ ..	„ 7-2-6 „	„ 7-1-6 „
Groundnuts „ ..	..... [Rdy.	..... [Rdy.
Wheat, White Pessy „ ..	{ Rs. 4-4-6 91 per cent. { „ 4-3-6 85 „ „	{ Rs. 4-3-3 to 4-5-6, 91 per ct. { „ 4-1-6 85 „
„ Khabri Pessy „ ...	.....	....
„ Ahmedabad (soft Red) „ ...	Rs. 4-2-0 Ready	Rs. 4-2-0 Ready
„ Laskari „ ..	.....	„ 3-13-0,35 per cent.
„ Hard Yellow „ ..	Rs. 4-0 0 Ready 75 per cent	„ 4-0-0, 75 „
„ Khandwa „ ..	..	.....
„ Delhi No. 1. White Pessy „ ..	Rs. 4-1-6 Ready	Rs. 4-2-0 Ready.
„ „ Red „ ..	„ 3-14-6 „	„ 3-14-6 „
„ Hard Red Khatha „ ..	„ 3-13-6 „	„ 3-12-0 „
„ Nagpore Khathi „ ..	„ 3-14-6 „	„ 3-14-6 „
Opium, (Malwa) per chest. Old.. ..	„ 1,165	„ 1,150
„ „ „ New ..	„ 1,075	„ 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.
„ „ „ Suez Canal, (per ton 40 feet).	£0-18-0	£0-17-6
„ Seeds and Wheat	£0-15-6	£0-15-0
London—M'ment cargo P. & O. Co. ..	£1-0-0	£1-0-0
„ Seeds & Wheat „ do. ..	£0-15-0	£0-13-9
„ M'ment cargo, Via Canal.	....	.....
„ Seeds & Wheat „ ..	...	.....
Havre—M'ment cargo, „ ..	£0-19-0	.....
„ Seeds & Wheat „ ..	£0 17-6	.....
Antwerp - M'ment cargo „ ..	£0-19-0	£0-16-3
„ Seeds & Wheat „ ..	£0-17-6	£0-15-0
Hull „ ..	.....	....
Dunkirk „ ..	£0-16-3	...
Trieste & Venice—M'ment cargo „ ..	£1-9-0 at 2s. Ex.	£1-6-0 at 2s. Ex.
„ Seeds & Wheat „ ..	£1-9 0 at 2s. Ex.	£1-5-0 at 2s. Ex
Marseilles and Genoa—M'ment cargo, Via Canal..	£0-19-0	£0-16-3
„ „ Seeds & Wheat „ ..	£0-17-6	£0-15-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 35	„ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd July.	Week ending 10th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 6¼d.	1s. 6 7/16d.
„ „ Sight	1s. 6 9/32d.	1s. 6 15/32d.
„ „ 3 m'ths' „	1s. 6⅜d.	1s. 6 9/16d.
„ „ 4 „ „	1s. 6 7/16d.	1s. 6⅜d.
„ „ 6 „ „	1s. 6 17/32d.	1s. 6 23/32d.
First-class Credits ... 3 „ „	1s. 6 17/32d.	1s. 6 23/32d.
„ „ ... 6 „ „	1s. 6 23/32d.	1s. 6 29/32d.
Documents ... ... 3 „ „	1s. 6 9/16d.	1s. 6¾d.
„ ... ... 6 „ „	1s. 6¾d.	1s. 6 15/16d.
Paris Francs Mer'tile Bills 3 „ „	1·94½	1·97½
„ 6 „ „	1·96	1·98¾
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/16
On China Mercantile Bills, 60 days' Sight	218	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-2-0	Rs. 21-2-0 } Ready.
Sovereigns...	„ 13-6-0	„ 13-5-0 }
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bill.	5 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	4 „	3½ „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102 15/16	Rs. 102¾
Four-and-a-half per cents. ...	„ 105 Nominal.	„ 104½ Nominal.
IMPORTS.		
Piece-Goods— Market	Quiet and easier.	Quiet and easier.
6¼ to 7 lbs. 34-38 in. Grey Sbrtgs (per piece).	Rs. 2-9-3 to 3-14-0	Rs. 2-9-0 to 3-14-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-4-3 to 5-3-0	„ 3-4-0 to 5-3-0
3 lbs. 30-32 in Madapollams „ ...	„ 1-2-6 to 1-11-0	„ 1-2-6 to 1-11-0
No. 40s Mule Twist (per lb.) ...	As. 9 3/16 to 9⅞	As. 9 3/16 to 9¾
No. 30s, Water „ „ ...	„ 8 9/16 to 9 11/16	„ 8 9/16 to 9 11/16
Copper Braziers, (in bundles) (per cwt.)	Rs. 41-12-0	Rs. 41-4-0
Yellow Metal, (in cases) (per cwt)	„ 37-0-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 30 to 31	Rs. 29
Staffordshire Bar Iron „ „ ...	„ 33	„ 32 to 33
Swedish Bar Iron, „ „ ...	„ 36 to 44	„ 37 to 44
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 ready; „ 17 forward.	Rs. 17 ready; „ 17¼ forward.
Welsh Hartley Coal, (per ton) „	.....	Rs. 17 rdy.; 17 forwd.
Cardiff Coal, „ „	Rs. 19 rdy.; 19 forwd.	„ 18 rdy.; 19 do.
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Dull.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do, ... Good..	Rs. 215 ready.	Rs. 210 ready
Hingunghat ... ... Good..	.....	„ 200 „
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 3rd July.	Week ending 10th July.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawutte, Good staple Fine,	.....	.....
„ „ F.G....	Rs. 214 Ready	Rs. 213 Ready
„ „ Good..	„ 210 „	„ 208 „
„ „ F.G.F.	„ 190 „	„ 190 „
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good..	Rs. 182 Ready	Rs. 185 Ready
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 185 „	Rs. 186 „
„ ... ... F.G....	„ 180 „	„ 180 „
„ ... ... Good..	.....	„ 175 „
Dhollera, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 188 Ready	Rs. 187 „
„ ... ... Good...	„ 178 „	„ 177 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 187 „	Rs. 185 „
„ ... ... F.G....	„ 180 „	„ 180 „
„ ... ... Good..	„ 170 „	„ 170 „
„ ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 193 Ready	Rs. 190 Ready
„ „ ... F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 190 Ready	Rs. 191 Ready
„ .. ... F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)...	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ...	Rs. 6-10-0 Ready	Rs. 6-10-0 Ready
„ Small Seed „ ..	„ 6-9-0 „	„ 6-9-0 „
Rapeseed, Guzerat Yellow „ ..	„ 7-10-0 „	„ 7-10-0 „
„ Brown Delhi „ ..	„ 6-11-0 „	„ 6-11-0 „
„ Yellow Cawnpore „ ...	„ 6-15-0 „	„ 6 14-0 „
Poppy Seed „ ..	„ 7-1-6 „	„ 7-0-0 „
Groundnuts „ ..	.....	.....
Wheat, White Pessy „ ..	Rs. 4-6-0, 91 per cent. „ 4-5-0, 85 „	Rs. 4-8-0, 91 per cent. „ 4-7-6, 85 „
„ Khabri Pessy „ ..	.....	.....
„ Ahmedabad (soft Red) „ ..	Rs. 4-3-0 Ready	*Rs. 4-5-0 Ready*
„ Laskari „ ..	„ 3-14-0 „	„ 3-14-0, 35 per cent.
„ Hard Yellow „ ..	„ 4-1-0, 75 per cent.	„ 4-1-0, 75 „
„ Khandwa „ ..	.....	.....
„ Delhi No. 1, White Pessy „ ..	Rs. 4-4-0 Ready	Rs. 4-7-0 Ready
„ Red „ ..	„ 3-15-6 „	„ 4-1-6 „
„ Hard Red Khatha „ ..	„ 3-12-0 „	„ 3-11-0 „
„ Nagpore Kathi „ ...	„ 3-15-6 „	„ 4-2-0 „
Opium, (Malwa) per chest, Old.. ...	„ 1 160	„ 1,160
„ „ „ New ..	„ 1.100	„ 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.
„ „ „ Suez Canal (per ton 40 feet).	£0-15-6	£0-16-3
„ Seeds and Wheat	£0-13-9	£0-15-6
London—M'ment cargo, P. & O. Co. ..	£1 0-0	£1-0-0
„ Seeds & Wheat do. ..	£0-13-9	£0-15-0
„ M'ment cargo, Via Canal.	....	....
„ Seeds & Wheat „ ..	....	....
Havre—M'ment cargo, „ ..	....	....
„ Seeds & Wheat „ ...	....	....
Antwerp—M'ment cargo „ ..	£0-16-0	£0-16-3
„ Seeds & Wheat „ ..	£0-14-3	£0-15-6
Hull „ ...	£0-15-0	£0-16-0
Dunkirk „ ..	£0-15-0	£0-16-6
Trieste & Venice—M'ment cargo „ ...	£1-6-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
„ Seeds & Wheat „ ..	£1-6-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-15-0	£0-15-0
„ „ Seeds & Wheat „	£0-14-0	£0-15-0
China, Steamer	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15
Australia	„ 35	„ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th July.	Week ending 24th July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 7 7/32d.	1s. 7⅛d.
„ „ Sight	1s. 7¼d.	1s. 7 3/16d.
„ „ 3 m'ths' „	1s. 7⅜d.	1s. 7 9/32d.
„ „ 4 „ „	1s. 7 7/16d.	1s. 7 11/32d.
„ „ 6 „ „	1s. 7 9/16d.	1s. 7 7/16d.
First-class Credits ... 3 „ „	1s. 7 17/32d.	1s. 7 7/16d.
„ „ ... 6 „ „	1s. 7 23/32d.	1s. 7⅝d.
Documents ... 3 „ „	1s. 7 9/16d.	1s. 7 15/32d.
„ ... ... 6 „ „	1s. 7¾d.	1s. 7 21/32d.
Paris Francs Mercantile Bills... 3 „ „	2·06	2·05
„ „ 6 „ „	2·08	2·06½
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	220½	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 20-8-0 } Ready.	Rs. 21-0-0 } Ready.
Sovereigns	„ 13-0-0 }	„ 13-0-0 }
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	3 „	3 „
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102⅞	Rs. 102⅝ Firm.
Four-and-a-half per cents. ...	„ 104⅛ Nominal.	„ 104¼ Nominal
IMPORTS.		
Piece-Goods— Market	{ Quiet; prices lower owing to the rise in Exchange. }	{ Quiet and easy. }
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-8-6 to 3-13-3	Rs. 2-8-6 to 3-13-3
7½ to 8¼lbs. „ „ „ ...	„ 3-3-3 to 5-2-0	„ 3-3-3 to 5-1-9
3lbs. 30-32 in. Madapollams,, ...	„ 1-2-3 to 1-10-9	„ 1-2-3 to 1-10-9
No. 40s. Mule Twist, (per lb.) ...	As. 9⅛ to 9 13/16	As. 9⅛ to 9 13/16
No. 30s. Water,. „ „ ...	„ 8⅛ to 9⅛	„ 8⅛ to 9⅛
Copper Braziers, (in bundles) (per cwt)	Rs. 39 4-0	Rs. 38-12-0 to 39-0-0
Yellow Metal, (in cases) (per cwt)	„ 36-4-0	„ 35-12-0 to 36-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 29	Rs. 28
Staffordshire Bar Iron, „ „ „ ...	„ 32	„ 30 to 31
Swedish Bar Iron, „ „ „ ...	„ 35 to 44	„ 36 to 44
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 16 ready; „ 16 forward.	{ Rs. 16½ ready; „ 17 forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 ready; 16 forwd.	Rs. 16 ready; 16 forwd.
Cardiff Coal, „ „	„ 18 do.; 18 do.	„ 17½ do. 18 do.
EXPORTS.		
Cotton— Market (per candy.	Dull.	Steady.
Broach, ... Fine...	Rs. 227 Forward.	Rs. 228 Future delivery.
Do. ... ... F.G....	„ 214 „	.....
Do. ... ... Good...	.....	.....
Hingunghat ... ... Good...	Rs. 200 Ready	Rs. 200 Ready,
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 17th July.	Week ending 24th July.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawattee, Good, staple Fine	.....	.....
" " F.G....	Rs. 211 Ready	Rs. 200 Ready
" " Good...	" 207 "	" 196 "
" " F.G.F.	" 190 "	" 180 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 185 Ready	.....
" ... ... Good..	" 177 "	Rs. 177 Ready
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	Rs. 180 "	Rs. 180 Ready
" ... ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	Rs. 190 Ready	Rs. 185 Ready
" ... ... Good...	" 177 "	" 175 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 180 Ready	Rs. 175 Forward.
" ... ... F.G....	" 175 "	" 171 Ready
" ... ... Good...	" 170 "	" 165 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good...	Rs. 183 Ready	.....
" " ... F.G.F..	.....	Rs. 177 Ready
Westerns, ... Good ..	Rs. 185 Ready	" 185 "
" .. .. F.G.F..	.....	....
Gingelly Seed, White (per cwt.)..	....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ...	Rs. 6-2-0 Ready	Rs. 6-5-6 Ready
" Small Seed " ..	" 6-1-0 "	" 6-4-6 "
Rapeseed, Guzerat Yellow " ...	" 6-13-0 " } No business.	.....
" Brown Delhi " ..	" 6-0-0 " }	.....
" Yellow Cawnpore " ...	" 6-4-0 " }	.....
Poppy Seed " ..	" 7-1-0 "	Rs. 6-12-0 Ready.
Groundnuts " ..	.....	" 6-0-0 "
Wheat, White Pessy " ..	{ Rs. 4-4-0, 91 per cent.	{ Rs. 4-7-0, 91 per cent.
	{ " 4-3-0, 85 " }	{ " 4-6-3, 85 "
" Khabri Pessy " ..	.....	....
" Ahmedabad (soft Red) " ..	Rs. 4-1-0 Ready	Rs. 4-2-6 Ready
" Laskari " ...	" 3-14-0 "	" 3-14-0 "
" Hard Yellow " ..	" 4-1-0, 75 per cent.	" 4-0-6 "
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy " ...	" 4-3-0 Ready	Rs. 4-1-6 Ready
" " Red " ..	" 3-14-6 "	" 4-0-6 "
" Hard Red Khatha " ...	" 3-11-0 "	" 3-11-0 "
" Nagpore Khathi " ...	" 4-1-0 "	" 4-0-9 "
Opium, (Malwa) per chest, Old	" 1,150	" 1,140
" " " New... ...	" 1,115	" 1,110
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet).	£0-16-3	£0-17-6
" Seeds and Wheat.. ..	£0-15-0	£0-15-0
London—M'ment cargo, P. & O. Co. ...	£1-0-0	£1-0-0
" Seeds & Wheat " " ...	£0-13-9	£0-14-6
" M'ment cargo, Via Canal.	.....	....
" Seeds and Wheat " ...	.....	....
Havre—M'ment cargo, " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	£0-16-3	£0-16-3
" Seeds and Wheat " ..	£0-15-0	£0-15-0
Hull " ...	£0-16-3	....
Dunkirk " ...	....	.....
Trieste & Venice—M'ment cargo " ...	£1-8-9 at 2s. Ex.	£1-7-6 at 2s. Ex.
" Seeds & Wheat " ...	£1-8-9 at 2s. Ex.	£1-7-6 at 2s. Ex.
Marseilles and Genoa—M'ment cargo Via Canal..	£0-16-0	£0-15-6
" " Seeds & Wheat " ...	£0-15-0	£0-15-0
China Steamer	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st August.	Week ending 7th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 7⅜d.	1s. 7⅜d.
„ „ Sight	1s. 7 7/16d.	1s. 7 7/16d.
„ „ 3 m'ths' „	1s. 7 9/16d.	1s. 7 9/16d.
„ „ 4 „ „	1s. 7⅝d.	1s. 7⅝d.
„ „ 6 „ „	1s. 7¾d.	1s. 7¾d.
First-class Credits ... 3 „ „	1s. 7¾d.	1s. 7¾d.
„ „ ... 6 „ „	1s. 7 15/16d.	1s. 7 15/16d.
Documents ... ... 3 „ „	1s. 7 25/32d.	1s. 7 25/32d.
„ ... ... 6 „ „	1s. 7 31/32d.	1s. 7 31/32d.
Paris Francs Mercantile Bills... 3 „ „	2·08½	2·08⅛
„ „ 6 „ „	2·10	2·10⅛
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	220	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 20-0-0	Rs. 20-0-0 } Ready.
Sovereigns...	„ 12-14-0	„ 12-8-0 }
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Government Securities...	3 „	3 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102 9/16	Rs. 101⅞
Four-and-a-half per cents. ...	„ 104¼ Nominal.	„ 102¾ Nominal.
IMPORTS.		
Piece Goods— Market	Quiet and easy.	{ Small demand at lower prices.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-8-6 to 3-13-3	Rs. 2-8-0 to 3-12-3
7½ to 8¼ lbs. „ „ „ ...	„ 3-3-3 to 5-1-9	„ 3-2-3 to 5-0-6
31lbs. 30-32 in Madapollams „ ...	„ 1-2-3 to 1-10-9	„ 1-2-0 to 1-10-3
No. 40s Mule Twist, (per lb.) ...	As. 9⅛ to 9 13/16	As. 8¾ to 9½
No. 30s Water „ „ ...	„ 8½ to 9⅝	„ 8 to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 39-6-0	Rs. 38-8-0 to 38-12-0
Yellow Metal, (in cases) (per cwt)	„ 35-10-0	„ 35-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27	Rs. 27
Staffordshire Bar Iron, „ „ ...	„ 30	„ 30
Swedish Bar Iron, „ „ ...	„ 36 to 43	„ 35 to 43
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 17 ready; „ 17 forward.	{ Rs. 16 Ready; „ 17 Forward.
Welsh Hartley Coal, (per ton) „	..... Rs. 16¼ „	Rs. 15 Ready; 16 „
Cardiff Coal, (per ton) „	Rs. 17½ ready; 18 „	„ 17½ „ ; 18 „
EXPORTS.		
Cotton— Market	Quiet, but steady.	Quiet, but steady.
per candy.		
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	Rs. 214 March
Hingunghat, ... Good..	Rs. 200 ready.	„ 200 Ready.
Do.... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

QUOTATIONS.	Week ending 1st August.	Week ending 7th August.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple Fine.	.....	.....
" " F.G....	Rs. 200 Ready	Rs. 200 Ready
" " Good...	" 192 "	" 193 "
" " F.G.F.	" 180 "	" 180 "
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	Rs. 180 Ready	Rs. 175 Ready
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	Rs. 185 Ready	Rs. 185 Ready
" ... ... Good..	" 177 "	" 175 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 175 Forward	Rs. 175 January
" ... ... F.G....	" 180 Ready	" 170 Ready
" ... ... Good..	" 170 "	" 165 "
" ... ... F.G.F.	" 165 "	.....
Dharwar (S.G.), ... Good..	.....	.....
" " ... F.G.F.	Rs. 177 Ready	Rs. 180 Ready
Westerns, ... Good ..	" 180 "	.....
" ... ... F.G.F..	.....	Rs. 175 Ready
Gingelly Seed, White (per cwt.)...	.....	....
" Mixed " ...	.....	....
Linseed, Bold " ...	Rs. 6-4-0 Ready	Rs. 6-4-6 Ready
" Small Seed " ...	" 6-3-0 "	" 6-3-6 "
Rapeseed, Gujerat Yellow " ...	" 6-14-0 "	" 6-11-0 "
" Brown Delhi " ...	" 6-2-0 "	" 6-1-0 "
" Yellow Cawnpore " ...	" 6-11-0 "	" 6-7-6 "
Poppy Seed " ...	.....	" 6-14-9 "
Groundnuts " ...	.....	.....
Wheat, White Pessy " ...	{ Rs. 4-6-6, 91 per cent. " 4-5-6, 85 " }	{ Rs. 4-7-3, 91 per cent. " 4-6-3, 85 " }
" Khabri Pessy " ...	.....	.....
" Ahmedabad (soft Red) " ...	Rs. 4-3-6 Ready	Rs. 4-2-6 Ready
" Laskari " ...	....	" 3-14-6, 50 per cent.
" Hard Yellow " ...	.....	" 4-0-6, 75 "
" Khandwa " ...	.....	.....
" Delhi No. 1, White Pessy " ...	Rs. 4-1-0 Ready	Rs. 4-1-0 Ready
" " Red " ...	" 4-2-0 "	" 4-0-6 "
" Hard Red Khatha " ...	....	" 3-11-0 "
" Nagpore Khathi " ...	Rs. 3-15-6 "	" 4-0-6 "
Opium, (Malwa) per chest, Old... ..	" 1,140	" 1,140
" " " New ...	" 1,110	" 1,110
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
" " " Suez Canal (per ton of 40 feet).	£0-16-3	£0-16-3
" Seeds and Wheat	£0-13-9	£0-13-6
London—M'ment cargo, P. & O. Co. ...	£1-0-0	£1-0-0
" Seeds & Wheat " " ...	£0-13-9	£0-13-9
" M'ment cargo, Via Canal..	.....	....
" Seeds & Wheat " ...	....	....
Havre—M'ment cargo " ...	.....	£0-16-0 Nomi.
" Seeds & Wheat " ...	.....	£0-15-0 "
Antwerp—M'ment cargo " ..	£0-16-3	£0-16-0
" Seeds & Wheat " ..	£0-15-0	£0-14-0
Hull " ..	£0-15-0	£0-14-6
Dunkirk " ..	£0-15-0	£0-15-0
Trieste & Venice—M'ment cargo " ...	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
" Seeds & Wheat " ..	£1-7-6 at 2s. Ex.	£1-7-6 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal..	£0-16-0	£0-15-0
" " Seeds & Wheat " ..	£0-13-9	£0-13-9
China Steamer	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15.
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 14th August.	Week ending 21st August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 7⅞d.	1s. 8 23/32d.
„ „ Sight	1s. 7 23/32d.	1s. 8 25/32d.
„ „ 3 m'ths' „	1s. 7⅞d.	1s. 9d.
„ „ 4 „ „	1s. 7 15/16d.	1s. 9 1/16d.
„ „ 6 „ „	1s. 8 1/16d.	1s. 9⅛d.
First-class Credits... 3 „ „	1s. 8 1/16d.	1s. 9⅛d.
„ „ ... 6 „ „	1s. 8¼d.	1s. 9 9/32d.
Documents ... 3 „ „	1s. 8 3/32d.	1s. 9 5/32d.
„ ... ... 6 „ „	1s. 8 9/32d.	1s. 9⅜d.
Paris Francs Mercantile Bills... 3 „ „	2·12	2·23¼
„ „ 6 „ „	2·14	2·24¾
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	216	221
Eng. Bar Gold, 100 touch (per tola)	Rs. 19-5-0	Rs. 18-12-0
Sovereigns...	„ 12-4-0	„ 11-13-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	3 „	3 „
Money Market	Very easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 101⅛	Rs. 102½
Four-and-a-half per cents. ...	„ 103	„ 104
IMPORTS.		
Piece Goods— Market	Small demand; prices falling.	Flat; prices falling.
6¼ to 7lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-8-0 to 3-11-0	Rs. 2-7-9 to 3-9-0
7¼ to 8¼lbs. „ „ „ ...	„ 3-2-0 to 4-15-6	„ 3-1-0 to 4-14-0
3lbs. 30-32 in Madapollams „ ...	„ 1-2-0 to 1-10-0	„ 1-1-9 to 1-9-6
No. 40s Mule Twist, (per lb.) ...	As. 8⅝ to 9¼	As. 8⅛ to 9⅛
No. 30s, Water „ „ ...	„ 7⅞ to 9	„ 7¼ to 8⅝
Copper Braziers, (in bundles)(per cwt.)	Rs. 38-12-0	Rs. 38-10-0
Yellow Metal, (in cases)(per cwt.)	„ 34-12-0	„ 34-6-0
Welsh Bar Iron, (per candy of 746⅔ lbs,)	Rs. 26-0-0	Rs. 25 to 26
Staffordshire Bar Iron, „ „ ...	„ 30-0-0	„ 28 to 29
Swedish Bar Iron, „ „ ...	„ 36 to 42	„ 36 to 41
Davison's West Hartley Coal,(per ton) alongside.	Rs. 18 ready; 18 forwd.	Rs. 17½ rdy; 17½ forwrd.
Welsh Hartley Coal,(per ton) „	„ 17 „ 17 „	„ 16½ „ 16½ „
Cardiff Coal, (per ton) „	„ 18½ „ 19 „	„ 18 „ 18 „
EXPORTS.		
Cotton— Market (per candy.	Quiet.	Dull.
Broach ... ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	Rs. 204 Future delivery.
Hingunghat ... ... Good..	Rs. 200 Ready.	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 14th August.	Week ending 21st August.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good, staple Fine	.....	.....
" " F.G....	Rs. 195 Ready	Rs. 195 Ready
" " Good..	" 190 "	" 189 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	Rs. 175 Ready	Rs. 175 Ready
" ... ... F.G.F.	.....	.....
Belatee,... ... ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	.....	Rs. 175 Ready
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	Rs. 185 Ready	Rs. 178 Ready
" ... ... Good..	" 177 "	" 169 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	.....	Rs. 170 Forward
" ... ... F.G....	Rs. 170 Ready	" 175 Ready
" ... ... Good..	" 165 "	" 165 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	.....	.....
" " ... F.G.F.	Rs. 180 Ready	Rs. 180 Ready
Westerns, ... Good ...	....	....
" ... .. F.G.F...	Rs. 173 Ready.	....
Gingelly Seed, White (per cwt.)..	....	Rs. 7-4-0 January
" Mixed " ...	.....	" 7-0-0 December
Linseed, Bold " ..	Rs. 6-4-0 Ready	" 6-3-6 Ready
" Small Seed " ..	" 6-3-0 "	" 6-2-6 "
Rapeseed, Gujerat Yellow " ...	" 6-10-0 "	" 6-10-0 "
" Brown Delhi " ...	" 6-1-6 "	" 6-2-6 "
" Yellow Cawnpore " ...	" 6-8-0 "	" 6-8-0 "
Poppy Seed " ..	" 6-13-0 "	" 6-14-0 "
Groundnuts " ..	....	" 6-3-3 "
Wheat, White Pessy " ..	{ Rs. 4-7-0, 91 per cent. rdy. " 4-6-0, 85 " "	{ Rs. 4-6-6, 91 per cent. rdy. " 4-5-6, 85 " "
" Khabri Pessy " ..	.....	....
" Ahmedabad (Soft Red) " ..	Rs. 4-2 6 Ready	Rs. 4-2-6 Ready
" Laskari " ...	" 3-14-6 "	" 3-14-0, 95 per cent. rdy.
" Hard Yellow " ..	" 4-0-6 "	" 4-0-0, 63 " "
" Khandwa " ..	....	....
" Delhi No. 1, White Pessy " ..	Rs. 4-4-0 Ready.	Rs. 4-3-6 Ready
" " Red " ..	" 4-0-0 "	" 4-0-0 "
" Hard Red Khatha " ..	" 3-11-0 "	" 3-11-0 "
" Nagpore Khathi " ..	" 4-1-0 "	" 4-0-6 "
Opium, (Malwa) per chest, Old... ...	" 1,120	" 1,115
" " " New ..	" 1,025	" 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet)	£0-15-0	£0-16-3
" Seeds and Wheat... ...	£0-12-6	£0-12-0
London—M'ment cargo, P. & O. Co. ..	£0-17-6	£0-17-6
" Seeds & Wheat " " ..	£0-13-9	£0-13-9
" M'ment cargo, Via Canal..	.....	....
" Seeds and Wheat " ...	....	....
Havre—M'ment cargo " ..	.....	.....
" Seeds and Wheat " ...	.....	.....
Antwerp—M'ment cargo " ..	£0-15-0	£0-16-0
" Seeds and Wheat " ..	£0-15-9	£0-15-0
Hull " ..	.. ...	£0-14-0
Dunkirk " ..	£0-15-0	£0-14-0
Trieste & Venice—M'ment cargo, ...	£1-7-6 at 2s. Ex.	£1-7-6 at 2s. Ex.
" " Seeds & Wheat " ..	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal..	£0-15-0	£0-13-0
" " Seeds & Wheat " ..	£0-12-6	£0-13-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th August.	Week ending 4th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 8 19/32d.	1s. 8 21/32d.
„ „ Sight	1s. 8⅛d.	1s. 8 23/32d.
„ „ 3 m'ths' „	1s. 8 25/32d.	1s. 8⅛d.
„ „ 4 „ „	1s. 8 27/32d.	1s. 8 15/16d.
„ „ 6 „ „	1s. 8 31/32d.	1s. 9 1/16d.
First-class Credits... 3 „ „	1s. 8 31/32d.	1s. 9d.
„ „ ... 4 „ „	.....	1s. 9 1/16d.
„ „ ... 6 „ „	1s. 9⅛d.	1s. 9 3/16d.
Documents ... 3 „ „	1s. 9d.	1s. 9 1/32d.
„ ... 4 „ „	.....	1s. 9 31/32d.
„ ... 6 „ „	1s. 9 5/32d.	1s. 9 7/32d.
Paris Francs Mer'tile Bills 3 „ „	2·21	2·21¼
„ 4 „ „	.....	2·21⅛
„ 6 „ „	2·22¾	2·23¼ [Sellers
On Calcutta Bank Tel. Transfer...	100 3/32	100 1/16 buyers; 100 3/32
On China Mer'tile Bills, 60 days' Sight.	217	{ 219½ Japan; { 218½ Hongkong.
Eng. Bar Gold, 100 touch (per tola).	Rs. 18-10-0	Rs. 18-14-0 offered but refused.
Sovereigns	„ 11-14-0	Rs. 11-13-0 No Sellers.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	4 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2½ „	2½ „
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103⅛	{ Rs. 103¾ ready; { „ 103 3/16 30th Sept.
Four-and-a-half per cents. ...	„ 104⅝	„ 105½ Buyers.
IMPORTS.		
Piece Goods— Market	{ Dull, and prices very ir- { regular.	{ Nothing doing; prices { favoring buyers.
6½ to 7lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 2-7-6 to 3-8 0	Rs. 2-7-0 to 3-7-0
7¼ to 8¼ lbs., „ „ „ ...	„ 3-0-6 to 4-13-0	„ 3-0-0 to 4-12-0
3lbs. 30-32in. Madapollams. „ ...	„ 1-1-6 to 1-9-0	„ 1-1-6 to 1-9-0
No. 40s Mule Twist (per lb.) ...	As. 8¼ to 7⅞	As. 8¼ to 8 13/16
No. 30s Water „ „ ...	„ 7⅜ to 8⅝	„ 7⅝ to 8 9/16
Copper Braziers, (in bundles) per cwt.	Rs. 38-12-0	Rs. 38-8-0
Yellow Metal, (in cases) per cwt.	„ 33-12-0	„ 33-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 25-0-0	Rs. 25-0-0
Staffordshire Bar Iron, „ „ ...	„ 33-0-0	„ 28-0-0 to 30-0-0
Swedish Bar Iron „ „ ...	„ 34-0-0	„ 33-0-0 to 40-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 18½ rdy.; 17¾ forwd.	Rs. 18⅝ rdy.; 17¼ fwd.
Welsh Hartley Coal, (per ton) „	„ 16½ „ 16½ „	„ 17¼ „ 16¼ „
Cardiff Coal, „ „	„ 18½ „ 18¼ „	„ 18 „ 18 „
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Quiet.
Broach, ... Fine...	.....	Rs. 213 F. Delivery.
Do. ... ... F.G....	.....	„ 208 „
Do. ... ... Good..	Rs. 208 March	„ 203 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 28th August.	Week ending 4th September.
EXPORTS—*contd.*		
Cotton— [per candy.		
" Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 195 Ready	Rs. 195 Ready
" " Good...	" 189 "	" 190 "
" " F.G.F.	.....	.....
Khandeish ... ... Fine...	.....	.....
" ... ... F.G....	.....	Rs. 175 F. Delivery
" ... ... Good...	Rs. 175 Ready	.....
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good...	Rs. 175 Ready	.....
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	.....	Rs. 183 Ready
" ... ... Good...	Rs. 165 Nominal.	" 175 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 171 January	Rs. 171 F. Delivery
" ... ... F.G....	" 175 Ready	" 160 "
" ... ... Good...	" 165 "	" 153 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	.....	.....
" " ... F.G.F.	.....	.....
Westerns, ... Good ..	.....	.....
" .. .. F.G.F...	.....	.....
Gingelly Seed, White Cawnpore (p. cwt.)	Rs. 7-7-0 December	.....
" Brown Delhi " ..	" 6-15-0 January	.....
" Allahabad " ..	" 7-5-0 Ready	.....
Linseed, Bold " ..	" 6-5-0 "	Rs. 6-5-0 Ready
" Small Seed " ..	" 6 4-0 "	" 6-4-0 "
Rapeseed, Gujerat Yellow " ...	" 6 10-0 "	" 6-8-0 "
" Brown Delhi " ..	" 6-5-0 "	" 6-1-0 April-May
" Yellow Cawnpore " ..	" 6-8-0 "	" 6-8-0 Ready
Poppy Seed " ..	" 6-10-0 April-May	" 6-10-0 "
Groundnuts " ..	.....	" 6-1-7 "
Wheat, White Pessy " ...	{ Rs. 4-6-6, 91 per cent. rdy. " 4-5-6, 85 " "	{ Rs. 4-5-6, 91 per cent. rdy. " 4-4-6, 85 "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (Soft Red) " ..	Rs. 4-2-0 Ready	Rs. 4-2-0 Ready
" Laskari " ..	.....	.....
" Hard Yellow " ..	.....	.....
" Khandwa " ...	.....	.....
" Delhi No. 1, White Pessy " ..	Rs. 4-4-0 Ready	Rs. 4-5-0 Ready
" " Red " ..	" 3-14-6 "	" 3-14-6 "
" Hard Red Khatha " ..	" 3-10-6 "	" 3-11-6 "
" Nagpore Khathi " ..	" 4-0-0 "	" 3-15-0 "
Opium, (Malwa) per chest, Old ..	" 1,110	" 1,150
" " " New ...	" 1,100	" 1,115
FREIGHTS.	(Ready)	(Ready)
Lpool--Cotton, via Cape, (per ton of 50 ft.)	Nil.	Nil.
" " " Suez Canal (per ton of 40 feet).	£0-16-3	£0-16-0
" Seeds and Wheat	£0-12-6	£0-15-0
London—M'ment cargo P. & O. Co. ...	£0-17-6	£0-17-6
" Seeds & Wheat " ...	£0-12-6	£0-15-0
" M'ment cargo, Via Canal ..	.....	.....
" Seeds and Wheat " ...	.....	.....
Havre—M'ment cargo " ..	.....	.....
" Seeds & Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	£0-16-0	£0-16-0
" Seeds & Wheat " ..	£0-1[illegible]-0	£ -15-0
Hull " ...	£0 14-6	£0-15-0
Dunkirk " ..	£0-15-0	£0-15-6
Trieste & Venice--M'ment cargo " ..	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
" Seeds & Wheat " ..	£1-2-6 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseilles and Genoa--M'ment cargo, Via Canal ..	£0-13-0	£0-14-0
" " Seeds & Wheat " ..	£0-13-0	£0-13-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th September.	Eight days ending 19th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 8 17/32d.	1s. 8 5/16d
„ „ Sight	1s. 8 19/32d.	1s. 8⅜d.
„ „ 3 m'ths' „	1s. 8 23/32d.	1s. 8 17/32d.
„ „ 4 „ „	1s. 8 25/32d.	1s. 8 19/32d.
„ „ 6 „ „	1s. 8⅜d.	1s. 8 11/16d.
First-class Credits ... 3 „ „	1s. 8⅜d.	1s. 8 11/16d.
„ „ 4 „ „	1s. 8 15/16d.	1s. 8¾d.
„ „ 6 „ „	1s. 9 1/16d.	1s. 8⅞d.
Documents ... ... 3 „ „	1s. 8 29/32d.	1s. 8 23/32d.
„ 4 „ „	1s. 8 31/32d.	1s. 8 25/32d.
„ 6 „ „	1s. 9 3/32d.	1s. 8 29/32d.
Paris Francs Mercantile Bills... 3 „ „	2·20	2·18¾
„ ... 4 „ „	2·20¾	2·18⅞
„ ... 6 „ „	2·22	2·20
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	220 Japan, 219 Hongkong.	219¼ Japan, 218½ Hongkong.
Eng. Bar Gold, 100 touch (per tola)	Rs. 18-15-6 Bank selling rate; bazaar prices higher	Rs. 21-0-0 Ready; lower forward
Sovereigns	Rs. 11-14-0 Bank selling rate; bazaar prices higher	Rs. 12-8-0 Ready; lower forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103⅜ ready business done.	Rs. 103 to 103 1/16
Four-and a-half per cents. ...	Rs. 105 Byers; 105½ Sellers.	„ 104¾ to 105
IMPORTS.		
Piece Goods— Market	Very quiet; prices in favour of buyers.	Quiet, but steady.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 2-7 to 3-7	Rs. 2-7 to 3-7
7½ to 8¼ lbs. „ „ „ ...	„ 3-0 to 4-12	„ 3-0 to 4-12
3lbs. 30-32in. Madapollams „ ...	„ 1-1-6 to 1-9-0	„ 1-1-6 to 1-9
No. 40s Mule Twist, (per lb.) ...	As. 8 3/16 to 8¼	As. 8 3/16 to 8¾
No. 30s Water „ „ ...	„ 7 11/16 to 8½	„ 7 11/16 to 8¼
Copper Braziers, (in bundles) per cwt	Rs. 39-8-0	Rs. 39-10-0
Yellow Metal, (in cases) „	„ 33-12-0	„ 34-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 26	Rs. 27-0-0
Staffordshire Bar Iron, „ „ ...	„ 28 to 29	„ 30-0-0
Swedish Bar Iron, „ „ ...	„ 34 to 42	„ 37-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18½ rdy; 17½ fwd.	Rs. 18½ ready; 17½ fwd.
Welsh Hartley Coal, (per ton) „	„ 16¾ „ ; 16¾ „	„ 17 „ ; 16 „
Cardiff Coal, „ „	„ 18 „ ; 18 „	„ 18 „ ; 18 „
EXPORTS.		
Cotton— Market	Quiet, but steady.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 210 Future delivery	Rs. 211 Future delivery.
Do. ... ... F.G....	„ 205 „	„ 208 „
Do. ... ... Good...	„ 201 „	„ 202 „
Hingunghat, ... Good...	.....	.....
„ ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 11th September.	Eight days ending 19th September.
EXPORTS.—*contd.*		
Cotton— [Per candy.		
" Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 190 Ready	Rs. 190 Ready
" " Good...	" 185 "	" 185 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good...	Rs. 170 Ready	Rs. 170 Ready
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
" ... ... F.G....	.....	Rs. 182 Ready
" ... ... Good...	Rs. 175 Ready	" 175 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 171 Future Delivery.	Rs, 170 Future delivery
" ... ... F.G....	" 165 Ready	Rs. 167 Ready
" ... ... Good...	" 157 "	" 160 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	.....	.....
" " ... F.G.F.	.....	.....
Westerns, .. Good..	.....	....
" .. F G.F.	.....	.....
Gingelly Seed, White aw Cnpore (per cwt.)	.....	.....
" Brown Delhi " ..	.....	....
" Allahabad " ...	.....	.. ...
Linseed, Bold " ..	Rs. 6-4-6 Ready	Rs. 6-3-6 Ready
" Small Seed " ..	" 6-3-6 "	" 6-2-6 "
Rapeseed, Gujerat Yellow " ..	" 6-8-0 "	" 6-8-0 "
" Brown Delhi " ..	" 6-7-0 "	" 6-7-0 "
" Yellow Cawnpore " ..	" 6-7-0 "	" 6-8-0 "
Poppy Seed " ..	" 6-10-0 "	" 6-12-0 "
Groundnuts " ..	.....	....
Wheat, White Pessy " ..	Rs. 4-5-0, 91 per cent. Rdy. " 4-4-0, 85 " "	Rs. 4-5-0, 91 per cent Rdy. " 4-4-0, 85 " "
" Khabri Pessy " ..	.....	....
" Ahmedabad (Soft Red), " ..	Rs. 4-1-6 Ready	Rs. 4-1-6 Ready
" Laskari " ..	....	.....
" Hard Yellow " ..	.....	.....
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy, " ..	Rs. 4-3-6 Ready	Rs. 4-2-6 Ready
" Red " ..	" 3-14-6 "	" 3-15-0 "
" Hard Red Khatha " ..	" 3-10-6 "	" 3-11-0 "
" Nagpore Khathi " ..	" 3-15-0 "	" 4-0-0 "
Opium, (Malwa) per chest, Old ..	" 1,185	" 1,150
" " New ..	" 1,135	" 1,115
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet).	£0-17-6	£0-16-3
" Seeds & Wheat ..	£0-15-0	£0-14-0
London—M'ment cargo, P. & O. Co.	£1-0-0	£1-0-0
" Seeds & Wheat " ..	£0-15-0	£0-15-0
" M'ment cargo, Via Canal...	.....	....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ...	£0-17-6	£0-17-6
" Seeds and Wheat " ..	£0-16-6	£0-16-0
Antwerp—M'ment cargo " ..	.....	£0-16-3
" Seeds & Wheat " ...	.....	£0-15-0
Hull " ..	£0-14-6	£0-13-9
Dunkirk " ..	£0-16-6	£0-15-0
Trieste & Venice—M't. cargo, ..	£1-5-0 at 2s. Ex.	£1-0-0 at 2s. Ex.
" " Seeds & Wheat, ..	£1-2-6 at 2s. Ex.	£0-15-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-15-6	£0-16-0
" Seeds & Wheat " ..	£0-15-0	£0-15-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 26th September.	Week ending 3rd October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 7 9/16d.	1s. 7¼d.
„ „ Sight	1s. 7⅜d.	1s. 7⅜d.
„ „ 3 m'ths' „	1s. 7 13/16d.	1s. 7½d.
„ „ 4 „ „	1s. 7⅝d.	1s. 7 9/16d.
„ „ 6 „ „	1s. 8d.	1s. 7 13/16d.
First class Credits... 3 „ „	1s. 8d.	1s. 7⅞d.
„ „ ... 4 „ „	.....	1s. 7 31/32d.
„ „ ... 6 „ „	1s. 8 3/16d.	1s. 8 1/16d.
Documents ... 3 „ „	1s. 8 1/32d.	1s. 7 29/32d.
„ ... 4 „ „	.....	1s. 8d.
„ ... 6 „ „	1s. 8 7/32d.	1s. 8 3/32d.
Paris Francs Mercantile Bills... 3 „ „	2·11	2·09¾
„ „ 4 „ „	.....	2·10¾
„ „ 6 „ „	2·13	2·11¾
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	217	217½ Hongkong; 219 Japan.
Eng. Bar Gold, 100 touch (per tola)	Rs. 19-12-0	Rs. 19-4-0 Bank rate; „ 20-12-0 Bazaar rate.
Sovereigns	„ 12-12-0	„ 12-14-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	2 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cent.	Rs. 103⅛	Rs. 103¼ Ready
Four-and-a-half per cents ...	„ 105	„ 105¼ to 106
IMPORTS.		
Piece Goods— Market	Fair enquiry; prices tending upwards.	Better and more doing; prices irregular.
6½ to 7 lbs 34-38 in. Grey Shrtgs, (per piece)	Rs. 2-7-0 to 3-7-0	Rs. 2-7-0 to 3-7-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-0-0 to 4-12-0	„ 3-0-0 to 4-12-0
3lbs. 30-32 in. Madapollams „ ...	„ 1-1-6 to 1-9-0	„ 1-1-6 to 1-9-0
No. 40s. Mule Twist, (per lb.) ...	As. 8 3/16 to 8¾	As. 8 3/16 to 8¾
No. 30s. Water, „ „ ...	„ 7 11/16 to 8½	„ 7 11/16 to 8¼
Copper Braziers, (in bundles) per cwt.	Rs. 40-12-0	Rs. 41-4 0
Yellow Metal, (in cases) per cwt	„ 35-0-0	„ 35-8 0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27-8-0	Rs. 27-0-0
Staffordshire Bar Iron, „ „ ...	„ 30-0.0	„ 30-0-0
Swedish Bar Iron, „ „ ...	„ 35 to 37	„ 34 to 39
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 rdy.; 17¾ forwd.	Rs. 18 rdy. 18 forwd.
Welsh Hartley Coal, „ „ ...	..... 16¾ „	„ 17 „ 17 „
Cardiff Coal, „ „ ...	Rs. 18¼ rdy.; 18¼ „	„ 18 „ 18 „
EXPORTS.		
Cotton— Market per candy.	Quiet for Ready; Firm for future Delivery	Dull for ready; strong for future delivery.
Broach, ... Fine...	Rs. 215 March	Rs. 215 F. Delivery
Do. ... ... F.G....	„ 210 „	.....
Do. ... ... Good...	„ 208 „	Rs. 207 F. Delivery
Hingunghat ... Good...	.....	.....
Do. ... ... F.G ...	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 26th September.	Week ending 3rd October.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
,, ,, F.G....	.....	Rs. 195 F. Delivery
,, ,, Good...	Rs. 185 Ready	,, 180 Ready
,, ,, F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	.....	.....
,, ... Good...	Rs. 170 Ready	Rs. 175 Ready
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
,, ... F.G....	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 175 Ready	.....
,, ... Good...	,, 167 ,,	Rs. 181 Ready
,, ... F.G.F.	.....	.....
Bengals ... ... Fine...	Rs. 172 January	Rs. 172 F. Delivery
,, ... F.G....	,, 155 Ready	,, 155 Ready
,, ... Good...	,, 145 ,,	,, 145 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good...	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good	....	.....
,, ... F.G.F.	....	.....
Gingelly Seed, White (per cwt)..	....	Rs. 7-12-0 Ready
,, Black ,, ..	.....	,, 7-8-0 ,,
Linseed, Bold ,, ..	Rs. 6-6-0 Ready	,, 6-5-0 ,,
,, Small Seed ,, ..	,, 6-5-0 ,,	,, 6-4-0 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 6-8-0 ,,	,, 6-8-0 ,,
,, Brown Delhi ,, ..	,, 6-10-0 ,,	,, 6-12-0 ,, Noml.
,, Yellow Cawnpore ,, ..	,, 6-7-0 ,,	....
Poppy Seed ,, ..	,, 6-15-0 ,,	.....
Groundnuts ,, ..	....	.....
Wheat, White Pessy ,, ..	{ Rs. 4-4-6, 91 per cent. rdy. ,, 4-3-6, 85 ,, ,,	{ Rs. 4-6-6, 91 per cent. rdy. ,, 4-5-6, 85 ,,
,, Khabri Pessy ,, ..	....	....
,, Ahmedabad (soft Red) ,, ..	Rs. 4-0-0 Ready	Rs. 4-2-0 Ready
,, Laskari ,, ..	....	.....
,, Hard Yellow ,, ..	....	.....
,, Khandwa ,, ..	....	....
,, Delhi No 1, White Pessy ,, ..	Rs. 4-6-0 Ready	Rs. 4-3-0 Ready
,, ,, Red ,, ..	,, 4-2-0 ,,	,, 4-0-0 ,,
,, Hard Red Khatha ,, ..	,, 3-10-0 ,,	,, 3-11-0 ,,
,, Nagpore Kahthi ,, ..	,, 4-0-0 ,,	,, 3-15-0 ,,
Opium, (Malwa) per chest, Old ..	,, 1,160	,, 1,150
,, ,, ,, New ..	,, 1,115	,, 1,110
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape (per ton 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£0-16-3	£0-16-3
,, Seeds & Wheat ..	£0-13-9	£0 15-0
London—M'ment cargo, P & O. Co.	£0-18-9	£0-18-9
,, Seeds & Wheat ,, ..	£0-15-0	£0-16-3
,, M'ment cargo, Via Canal..	.....	....
,, Seeds and Wheat ,, ..	.....	....
Havre—M'ment cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Antwerp—M'ment cargo ,, ..	£0-16-3	£0-16-3
,, Seeds and Wheat ,, ..	£0-15-0	£0-15-6
Hull ,, ..	£0-15-0	£0-15 6
Dunkirk ,, ..	.....	£0-15-0
Trieste & Venice—M't cargo,, ..	£1-0-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
,, ,, Seeds & Wheat ,, ..	£0-18-6 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-16-3	£0-16-3
,, Seeds & Wheat ,, ..	£ -15-0	£0-15-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	,, 35	,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th October.	Week ending 17th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 6½d.	1s. 6½d.
„ „ Sight	1s. 6⅝d.	1s. 6⅝d.
„ „ 3 m'ths'	1s. 6 25/32d.	1s. 6 13/16d.
„ „ 4 „ „	1s. 6 27/32d.	1s. 6⅞d.
„ „ 6 „ „	1s. 7d.	1s. 7d.
First-cass Credits... 3 „ „	1s. 6 15/16d.	1s. 6 15/16d.
„ „ ... 4 „ „	1s. 7d.	.....
„ „ ... 6 „ „	1s. 7 3/16d	1s. 7⅛d.
Documents ... 3 „ „	1s. 6 31/32d.	1s. 6 31/32d.
„ ... 4 „ „	1s. 7 1/32d.	.....
„ ... ... 6 „ „	1s. 7 7/32d.	1s. 7 5/32d.
Paris Francs Mercantile Bills... 3 „ „	2·00	2·00¼
„ „ 4 „ „	2·00⅜	.....
„ „ 6 „ „	2·02⅜	2·02¼
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	217½ Hsngkong; 220 Japan	217½
Eng. Bar. Gold, 100 touch (per tola).	Rs. 20-6-0	Rs. 20-4-0
Sovereigns	„ 13-2-0	„ 13-0-0
RATES OF DISCOUNTS.		
Bank Rate of Dist. on Private Bills.	3 per cent.	3 per cent.
„ of Interest on Demand. Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103 5/16	Rs. 103 3/16
Four-and-a-half per cents. ...	„ 106	„ 106 Noml.
IMPORTS.		
Piece Goods— Market	Fair demand at steady prices.	Quieter, but prices very steady.
6½ to 7lbs 31-38in. Grey Shrtgs., (per piece)	Rs. 2-7-0 to 3-7-0	Rs. 2-7-0 to 3-7-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-0-0 to 4-12-0	„ 3-0-0 to 4-12-6
31lbs. 30-32in. Madapollams „ ...	„ 1-1-6 to 1-9-0	„ 1-1-6 to 1-9-0
No. 40s. Mule Twist, (per lb.) ...	As. 8 3/16 to 8¾	As. 8 3/16 to 8¾
No. 30s Water, „ „ ...	„ 7 11/16 to 8½	„ 7 11/16 to 8½
Copper Braziers, (in bundles) per cwt.	Rs. 42-8-0	Rs. 42-4-0
Yellow Metal (in cases) per cwt.	„ 36-0-0	„ 35-10-0 to 35-12-0
Welsh Bar Iron, (per candy of 746⅔ lbs.)	Rs. 28-0-0	Rs. 29-0-0
Staffordshire Bar Iron, „ „ ...	„ 30-0-0	„ 30-0-0 to 31-0-0
Swedish Bar Iron, „ „ ...	„ 35 to 39	„ 35 to 40
Davison's West Hartley Coal, (per ton alongside).	„ 18½ ready; 17¾ fwd.	Rs. 18½ ready; 17½ Fwd.
Welsh Hartley Coal, (per ton) „	„ 17½ „ ; 17 „	„ 17 „ ; 17 „
Cardiff Coal, (per ton) „	„ 17¾ „ ; 18½ „	„ 18 „ ; 18½ „
EXPORTS.		
Cotton— Market [per candy.	Quiet for ready; steady for future delivery.	Steady for ready; strong for future delivery.
Broach, ... Fine...	Rs. 218 March	Rs. 220 March
Do. ... ... F.G....	„ 214 „	.....
Do. ... ... Good..	„ 210 „	Rs. 211 March
Hinguughat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 10th October.	Week ending 17th October.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple Fine,	.....	.....
„ „ F.G....	Rs. 203 March	Rs. 206 Feb.-March
„ „ Good...	„ 191 „	„ 185 Ready
„ „ F.G.F..	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 183 March	Rs. 184 Jany.-Feby.
„ ... ... Good..	„ 170 Ready	„ 177 „ „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 205 April-May	Rs. 206 May
„ ... ... F.G....	„ 184 Ready.	„ 196 „
„ ... ... Good..	„ 175 „	„ 186 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine ..	„ 175 January	Rs. 176 Jany..Feb.
„ ... ... F.G....	„ 164 „	„ 164 „
„ ... ... Good..	„ 150 Ready	„ 156 „
„ ... ... F.G.F.	.....	.....
Dharwar (S.G), ... Good..	.....	.....
„ „ ... F.G.F.	.....	.....
Westerns, ... Good..	.....	.....
„ ... . F.G.F.	.. ..	.....
Gingelly Seed, White (per cwt.)..	Rs. 8-0-0 Ready	.....
„ Black „ ..	....	....
Linseed, Bold „ ..	Rs. 6-6-0 „	Rs. 6-6 0 Ready
„ Small Seed „ ..	„ 6-5-6 „	„ 6-5-0 „
Rapeseed, Gujerat Yellow „ ..	„ 6-7-0 „	„ 6-4-0 „
„ Brown Delhi „ ...	„ 6-3-0 „	„ 6-8-0 „
„ Yellow Cawnpore „ ..	„ 6-4-0 „	.....
Poppy Seed „ ..	„ 7-0-0 „	Rs. 7-1-6 April-May
Groundnuts „ ..	„ 5-12-9 „	.....
Wheat, White Pessy „ ...	„ 4-4-9 „	{ Rs. 4-8-6,91 per cent. Rdy. { „ 4-7-6, 85 „
„ Khabri Pessy „ ...	„ 4-2-4 „	....
„ Ahmedabad (Soft Red) „ ..	....	Rs. 4-3-0 Ready
„ Laskari „ ...	Rs. 3-8-10 Ready	.....
„ Hard Yellow „ ..	„ 3-11-3 „	.....
„ Khandwa „ ..	„ 4-11-10 „	.. ...
„ DelhiNo.1, WhitePessy „ ..	„ 4-4-0 „	Rs. 4 6-0 Ready
„ „ Red „ ..	.....	„ 4-3-0 „
„ Hard Red Khatha „ ..	Rs. 3-6-6 Ready	„ 3-12-0 „
„ Nagpore Khathi „ ...	„ 3-11-3 „	„ 4-1-6 „
Opium, (Malwa) per chest, Old ...	„ 1,150	„ 1,150
„ „ New ...	„ 1,110	„ 1,110
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
„ „ „ Suez Canal, (per ton of 40 feet).	£0-18-9	£0-18-9
„ Seeds & Wheat.. ...	£0-16-3	£0-17-0
London—M'ment cargo, P. & O. Co.	£0-18-9	£0-18-9
„ Seeds & Wheat „ ..	£0-16-3	£0-16-3
„ M'ment cargo, Via Canal..	....	....
„ Seeds and Wheat „ ..	.....	....
Havre—M'ment cargo „ ..	.....	....
„ Seeds and Wheat „ ..	....	....
Antwerp—M'ment cargo „ ..	£0-17-0	£0-17-0
„ Seeds and Wheat „ ..	£0-16-6	£0-16-0
Hull „ ...	£0-16-2	£0-17-0
Dunkirk „ ...	£0-16-6	£ -17-0
Trieste & Venice—M't. cargo, „ ..	£1-5-0 at 2s. Ex.	£1-5 0 at 2s. Ex.
„ „ Seeds & Wheat, „ ..	£1-2-6 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-17-6	£0-16-3
„ Seeds & Wheat „ ..	£0-16-3	£0-15-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	„ 35	„ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th October.	Week ending 31st October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 6⅜d.	1s. 6 5/16d.
„ „ Sight	1s. 6½d.	1s. 6 7/16d.
„ „ 3 m'ths' „	1s. 6 11/16d.	1s. 6⅝d.
„ „ 4 „ „	1s. 6¾d.	1s. 6 11/16d.
„ „ 6 „ „	1s. 6⅞d.	1s. 6¾d.
First class Credits... 3 „ „	1s. 6⅞d.	1s. 6⅞d.
„ „ ... 6 „ „	1s. 7 1/16d.	1s. 6 15/16d.
Documents ... 3 „ „	1s. 6 29/32d.	1s. 6 25/32d.
„ ... ... 6 „ „	1s. 7 3/32d.	1s. 6 31/32d.
Paris Francs Mercantile Bills... 3 „ „	1·99	1·98
„ „ 6 „ „	2·01	2·00
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight	217	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 20-14-0	Rs. 21-2-0
Sovereigns	„ 13-4-0	„ 13-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bill.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103½	Rs. 103 1/16
Four-and-a-half per cents. ...	„ 106 Nominal.	„ 106 Nominal.
IMPORTS.		
Piece Goods— Market	Fair demand, prices steady.	Moderate demand at steady prices.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-7 to 3-7-6	Rs. 2-7 to 3-7-6
7½ to 8½lbs. „ „ „ ...	„ 3-0 to 4-12-6	„ 3-0 to 4-12-6
3lbs. 30-32in. Madapollams „ ...	„ 1-1-6 to 1-9-0	„ 1-1-6 to 1-9-0
No. 40s. Mule Twist, (per lb.) ...	As. 8 3/16 to 8¾	As. 8 3/16 to 8¾
No. 30s. Water, „ „ ...	„ 7 11/16 to 8½	„ 7 11/16 to 8½
Copper Braziers, (in bund'es) (per cwt.)	Rs. 41-0-0	Rs. 42-8-0 to 42-10-0
Yellow Metal, (in cases) (per cwt.)	„ 36-0-0	„ 36-0-0 to 36-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 29 to 30	„ 30-0-0
Staffordshire Bar Iron, „ „ ...	„ 31 to 32	„ 31 to 32
Swedish Bar Iron, „ „ ...	„ 36 to 40	„ 35 to 40
Davison's West Hartley Coal, (per ton alongside)	„ 18½ ready; 16½ fwd.	„ 18½ ready; 16½ fwd.
Welsh Hartley Coal, (per ton) „	„ 17 „ 16 „	„ 16 „ ; 16 „
Cardiff Coal, (per ton) „	„ 18 „ 17¼ „	„ 18 „ ; 17¼ „
EXPORTS.		
Cotton— Market	Steady for ready; strong and advancing for future delivery.	Steady for ready and futuro delivery.
(per candy		
Broach, ... Fine...	Rs. 221 Feb.-March.	Rs. 219 March.
Do. ... ... F.G. ..	.....	„ 215 „
Do. ... ... Good..	„ 211 Feb.-March.	„ 211 „
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 24th October.	Week ending 31st October.
EXPORTS—*contd.*		
Cotton—		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 209 Feb.-March	Rs. 208 Feb.-March
" " Good..	" 201 "	" 190 Ready
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 186 Feb.-March	Rs. 187 Jan.-Feb.-Mar.
" ... ... Good..	" 175 Ready	" 180 Ready
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 206 Apl.-May	Rs. 206 April-May
" ... ... F.G....	" 195 "	" 190 Ready
" ... ... Good..	" 190 Ready	" 180 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 176 Dec.-Jan.	" 176 January
" ... ... F.G....	" 155 Ready	" 164 "
" ... ... Good..	" 145 "	" 156 "
" ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	.....	.....
" " ... F.G.F.	.....	.....
Westerns, ... Good..	....	.....
" ... .. F.G.F.	....	.....
Gingelly Seed, White (per cwt,)..	.....	.....
" Black " ..	.....	.....
Linseed, Bold " ..	Rs. 6 6-6 Ready.	Rs. 6-8-0 Ready
" Small Seed " ..	" 6-5-6 "	" 6-7-0 "
Rapeseed, Guierat Yellow " ..	" 6-8-0 "	" 6-8-0 "
" Brown Delhi " ...	" 6-6-0 "	" 6-6-0 "
" Yellow Cawnpore " ..	.....	.....
Poppy Seed " ..	" 7-2-0 April-May	Rs. 7-1-6 April-May
Groundnuts " ..	...	.....
Wheat, White Pessy " ..	{ Rs. 4-8-6, 91 p.cent. Ready { " 4-7-6, 85 per cent. "	{ Rs. 4-9-6, 91 p. cent., rdy. { " 4-8-6, 85 "
" Khabri " ..	....	.....
" Ahmedabad (Soft Red) " ...	Rs. 4-4-6 Ready	Rs. 4-4-0 Ready
" Laskari " ..	....	...
" Hard Yellow " ..	Rs. 4-0-0,65 per cent. Ready	Rs. 4-0-0 Ready
" Khandwa " ..	....	.....
" Delhi No. 1; White Pessy, ..	Rs. 4-7-3 Ready	Rs. 4-7-0 Ready
" " Red " ..	" 4-3-6 "	" 4-4-0 "
" Hard Red Khatha " ...	.....	.....
" Nagpore Khathi " ..	Rs. 4-1-6 Ready	Rs. 4-1-0 Ready
Opium, (Malwa) per chest. Old ..	" 1, 50	" 1,150
" " New ..	" 1,115	" 1,115
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet)	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet).	£0-17-6	£0-17-6
" Seeds & Wheat	£0-16-0	£0-17-0
London—M'ment cargo, P. & O. Co.	£0-18-9	£0-18-9
" Seeds & Wheat " ..	£0-15-6	£0-16-3
" M'ment cargo, Via Canal..	....	....
" Seeds and Wheat " ..	....	....
Havre—M'ment cargo " ...	....	£0-18-9
" Seeds and Wheat " ..	....	£0-18-0
Antwerp—M'ment cargo " ..	£0-17-0	£0-17-6
" Seeds and Wheat " .	£0-16-3	£0-17-0
Hull " ..	£0-17-6	£0-18-0
Dunkirk " ..	£0-17-0	£0-17-6
Trieste & Venice—M't. cargo, " ...	£ -2-6 at 2s. Ex.	£1-2-6 at 2s. Ex.
" " Seed & Wheat " ..	£1-0-0 at 2s. Ex.	£1-0-0 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-17-0	£0-17-6
" " Seeds & Wheat " ..	£0-16-0	£0-16-0
China Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th November.	Week ending 14th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 6¼d.	1s. 6d.
„ „ Sight.	1s. 6¼d.	1s. 6 3/16d.
„ „ 3 m'ths' „	1s. 6 7/16d.	1s. 6⅜d.
„ „ 4 „ „	1s. 6½d.	1s. 6 7/16d.
„ „ 6 „ „	1s. 6⅝d.	1s. 6 9/16d.
First class Credits... 3 „ „	1s. 6⅝d.	1s. 6⅝d.
„ „ 6 „ „	1s. 6 13/16d.	1s. 6 13/16d.
Documents „ 3 „ „	1s. 6 21/32d.	1s. 6 21/32d.
„ „ 6 „ „	1s. 6 27/32d.	1s. 6 27/32d.
Paris Francs Mercantile Bills... 3 „ „	1·96½	1·96½
„ „ 6 „ „	1·98½	1·98½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32d.
On China Mer'ti'e Bills, 60 days' Sight.	217	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-4-0	Rs. 21-6-0
Sovereigns	„ 13-2-0	„ 13-4-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the Open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103 Weak.	Rs. 103 1/16
Four-and-a-half per cents. ...	„ 106 Noml.	„ 106 Noml.
IMPORTS.		
Piece Goods— Market	Fair demand at steady prices.	Good demaud.
6½ to 7lbs. 34-38in. Grey Shrgts. (per piece)	Rs. 2-7-0 to 3-7-6	Rs. 2-7-0 to 3-7-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-0-0 to 4-12-6	„ 3-0-0 to 4-12-6
3lbs. 30-32in. Madapollams „ ...	„ 1-1-6 to 1-9 0	„ 1-1-6 to 1-9-0
No. 40s. Mule Twist, (per lb.) ...	As. 8 3/16 to 8¾	As. 8 3/16 to 8¾
No. 30s. Water, „ „ ...	„ 7 11/16 to 8½	„ 7 11/16 to 8½
Copper Braziers, (in bundles) per cwt.	Rs. 42-4-0 to 42-6-0	Re. 42-0-0
Yelow Metal, (in cases) per cwt..	„ 35-10-0	„ 35-10-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 28-9-0	„ 28-0-0
Staffordshire Bar Iron, „ „ ...	„ 29-0-0 to 30-0-0	„ 29-0-0 to 30-0-0
Swedish Bar Iron, „ „ ...	„ 36 to 40	„ 36-0-0 to 40-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 rdy.; 16½ forwd.	Rs. 17½ rdy.; 16½ forwd.
Welsh Hartley Coal, (per ton) „	„ 16 „ 15½ „	„ 16 „ 15½ „
Cardiff Coal, (per ton) „	„ 18 „ 17½ „	„ 17½ „ 17¼ „
EXPORTS.		
Cotton— Market	Quiet for ready; steady for future delivery.	Quiet for ready; steady for future delivery.
[per candy.		
Broach, ... Fine...	Rs. 215, 25th March	Rs. 214 March
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 208, 25th March	Rs. 208 March
Hingunghaut ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 7th November.	Week ending 14th November.
EXPORTS—*contd.*		
Cotton— [per candy		
" Oomrawuttee, Good staple Fine.	.....	.....
" " F.G....	Rs. 195 Ready	Rs. 185 Ready
" " Good..	" 185 "	" 196 Feb.-March
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 180 Feby-March	Rs. 183 Feb.-March
" ... ... Good..	" 170 Ready	" 170 Ready
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 200 April-May	Rs. 202 May
" ... ... F.G....	" 190 Ready	" 189 "
" ... ... Good..	" 182 "	" 181 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 173 Jany.	Rs. 173 January
" ... ... F.G....	" 161 "	" 155 Ready
" ... ... Good..	" 154 "	" 145 "
" ... ... F.G.F.	" 150 Ready	.....
Dharwar (S.G.), ... Good...	.....	.....
" " ... F.G.F.	.....	.....
Westerns, ... Good...	.....	.....
" ... .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Black " ...	.....	.....
Linseed, Bold " ..	Rs. 6-8-0 Ready.	Rs. 6-7-0 Ready
" Small Seed " ...	" 6-7-0 "	" 6-6-0 "
Rapeseed, Gujerat Yellow " ...	.....	" 6-6-0 "
" Brown Delhi " ..	.....	" 6 4-0 "
" Yellow Cawnpore " ...	.....	" 6-8-0 "
Poppy Seed " ..	Rs. 7-5-0 Ready	" 7-4-0 "
Groundnuts " ..	...	.....
Wheat, White Pessy " ..	Rs. 4-10-0, 91 per ct. Rdy. " 4-9-0, 85 " "	Rs. 4-10-0, 91 per . Rdy. " 4-9-3, 85 " "
" Khabri Pessy " ..	.....	.....
" Ahmedabad (Soft Red) " ..	Rs. 4-5-0 Ready	Rs. 4-4-6 April-May
" Laskari " ..	.....	.....
" Hard Yellow " ..	" 4-0-0 Ready	Rs. 4-0-0, 63 per ct. Rdy.
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy " ...	" 4-7-6 Ready	" 4-8-0 Ready
" " Red " ..	" 4-4-6 "	.....
" Hard Red Khatha " ..	.....	" 3-12-0 Ready
" Nagpore Khathi " ..	" 4-1-6 Ready	" 4-1-3 "
Opium, (Malwa) per chest, Old ..	" 1,150	" 1,150
" " New ..	" 1,115	" 1,110
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet).	£0-17-6	£0-17-6
" Seeds & Wheat.. ..	£0-17 6	£0-17-6
London—M'ment cargo, P. & O. Co.	£0-18-9	£0-17-6
" Seeds & Wheat " ..	£0-16-3	£0-15-0
" M'ment cargo. Via Canal..	....	£0-17-6
" Seeds and Wheat " ...	.....	£0-15-0
Havre—M'ment cargo " ..	....	....
" Seeds and Wheat " ..	....	....
Antwerp—M'ment cargo " ..	£0-18-0	£0-17-0
" Seeds and Wheat " ..	£0-17-6	£0-16-0
Hull " ..	£0-18-6	£0-17-6
Dunkirk " ..	£0-18-0	£0-17-0
Trieste & Venice—M't. cargo, " ..	£1-2-6 at 2s. Ex.	£1-5-0 at 2s. Ex.
" " Seed & Wheat " ..	£1-0-0 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£0-17-6	£0-17-0
" Seeds & Wheat " ..	£0-16-0	£0-16-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 15
Australia	" 35	" 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 21st November.	Week ending 28th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 5¼d.	1s. 6⅜d.
„ „ Sight	1s. 5 9/16d.	1s. 6½d.
„ „ 3m'ths' „	1s. 5 13/16d.	1s. 6⅝d.
„ „ 4 „ „	1s. 5⅞d.	1s. 6 15/16d.
„ „ 6 „ „	1s. 6d.	1s. 7d.
First class Credits... 3 „ „	1s. 6¼d.	1s. 7d.
„ „ ... 6 „ „	1s. 6½d.	1s. 7¼d.
Documents ... 3 „ „	1s. 6 9/32d.	1s 7 1/32d.
„ ... ... 6 „ „	1s. 6 17/32d.	1s. 7 9/32d.
Paris Francs Mercantile Bills... 3 „ „	1·93	2·00½
„ „ 6 „ „	1·95	2·02½
On Calcutta, Bank Telegraphic Transfer	100 3/32	100 3/32
On China, Mer'tile Bills, 60 days' Sight	217	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-12-0	Rs. 21-2-0
Sovereigns	„ 13-8-0	„ 13-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103	Rs. 103 7/16
Four-and-a-half per cents ...	„ 106 Nominal.	„ 106¼ Nominal.
IMPORTS.		
Piece Goods— Market	Advancing and good demand in the Bazaar.	Good demand, prices steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-7-6 to 3-8-0	Rs. 2-7-6 to 3-8-0
7½ to 8¼lbs. „ „ „ ...	„ 3-1 to 4-14-6	„ 3-1 to 4-14-6
3lbs. 30-32in. Madapollams „ ...	„ 1-1-9 to 1-9-6	„ 1-1-9 to 1-9-6
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 8¾	As. 8¼ to 8¾
No. 30s. Water „ „ ...	„ 7¾ to 8 9/16	„ 7¾ to 8 9/16
Copper Braziers, (in bundles) per cwt....	Rs. 41-8-0	Rs. 41-12-0
Yellow Metal, (in cases) „ ...	„ 35-8-0	„ 36-2-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-0-0	Rs. 28-0-0
Staffordshire Bar Iron, „ „ ...	„ 30-0-0	„ 30-0-0
Swedish Bar Iron, „ „ ...	„ 36 to 40	„ 36 to 40
Davison's West Hartley Coal, (per ton alongside).	„ 17½ Ready ; 17 Fwd.	Rs. 18 ready ; 17 Forwd.
Welsh Hartley Coal, (per ton) „	....	„ 17 „ ; 15½ „
Cardiff Coal, (per ton) „	Rs. 18 Ready ; 18 Fwd.	„ 18½ „ ; 18 „
EXPORTS.		
Cotton— Market	Quiet.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 218 March.	Rs. 217 March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 209 March.	Rs. 209 March.
Hingunghat ... ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 21st November.	Week ending 28th November.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G....	Rs. 207 Feb.-March	Rs. 198 Feb.-March
„ „ Good...	„ 197 „	„ 190 „
„ „ F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 180 Jan.-Feb.	Rs. 178 Feb.-March
„ ... ... Good...	„ 174 „	„ 174 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 203 April-May	Rs. 203 April-May
„ ... ... F.G....	„ 190 Ready	„ 191 „
„ ... ... Good...	„ 184 April-May	„ 183 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 174 Dec.-January	Rs. 174 New Ready
„ ... ... F.G....	„ 168 New Ready	„ 165 „ „
„ ... ... Good...	„ 157 „ „	„ 160 „ „
„ ... ... F.G.F.	.....	.....
Dharwar, (S.G.) ... Good...	Rs. 195 May	.....
„ „ ... F.G.F.	.....	.....
Westerns, ... Good...	.....	.....
„ ... .. F.G.F..	.....	.....
Gingelly Seed, White (per cwt.)	....	Rs. 7-12-0 Ready
„ Black „ ..	....	„ 7-7-0 „
Linseed, Bold „ ..	Rs. 6-5-6 Ready	„ 6-5-0 „
„ Small Seed „ ..	„ 6-4-6 „	„ 6-4-0 „
Rapeseed, Gujerat Yellow „ ..	„ 6-4-0 „	„ 6-4-9 „
„ Brown Delhi „ ...	....	„ 6-14-0 „
„ Yellow Cawnpore „ ...	....	„ 6-2-0 „
Poppy Seed „ ..	Rs 7-5 Ready	„ 6-13-0 „
Groundnuts „ ..	....	....
Wheat, White Pessy „ ..	Rs 4-10, 91 per cent Rdy. „ 4-9, 85 „ „	Rs. 4-8-6, 91 per cent. Rdy. „ 4-7-3, 85 „ „
„ Khabri Pessy „ ..	....	....
„ Ahmedabad (Soft Red) „ ..	Rs. 4-3 Ready	Rs. 4-2-6 Ready
„ Laskari „ ..	.....	.....
„ Hard Yellow „ ..	.....	Rs. 3-15-6 Ready
„ Khandwa „ ..	...	....
„ Delhi No. 1, White Pessy,	Rs. 4-7 Ready	Rs. 4-6-6 Ready
„ „ Red „ ..	....	.....
„ „ Hard Red Khatha „ ..	Rs. 3-12 Ready	Rs. 3-12-0 Ready
„ „ Nagpore Khathi „ ..	„ 4-1-3 „	„ 4-1-3 „
Opium, (Malwa) per chest, Old .	„ 1,150	„ 1,150
„ „ „ New ..	„ 1,115	„ 1,120
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil	Nil
„ „ „ Suez Canal, (per ton of 40 feet).	£0-17 6	£0-17-0
„ Seeds & Wheat.. ..	£0-17-0	£0-15 0 to £0-15-6
London—M'ment cargo, P. & O. Co.	£0-18-9	£1-5-0
„ Seeds & Wheat „ ..	£0-15-0	£0-16-3
„ M'ment cargo, Via Canal..	£0-17-6	....
„ Seeds and Wheat „ ..	£0-15-0	£0-15-6 to £0-16-0
Havre—M'ment cargo „ ..	£0-17-6	£0-17-6
„ Seeds and Wheat „ ..	£0-15-0	£ -16-0
Antwerp—M'ment cargo „ ..	£0-17-6	£0-17-0
„ Seeds and Wheat „ ..	£0-17-0	£0-16-6
Hull „ ..	£0-17-0	£0-17-0
Dunkirk „ ..	£0-17-6	£0-16 6
Trieste & Venice—M't. cargo,, ...	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
„ „ Seeds & Wheat,, ...	£1-2-6 at 2s. Ex.	£1-0-0 at 2s. Ex.
Marseilles and Genoa—M't cargo Via Canal.	£0-16-6	£0-16-0
„ and Seeds & Wheat „ ..	£0-16 0	£0-16-0
China, Steamer	Rs. 12 to 15	Rs. 12 to 17 (Japan)
Australia	„ 35	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th December.	Week ending 12th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 6d.	1s. 6 3/16d.
„ „ Sight	1s. 6 3/16d.	1s. 6⅛d.
„ „ 3m'ths' „	1s. 6⅜d.	1s. 6 9/16d.
„ „ 4 „ „	1s. 6 7/16d.	1s. 6⅝d.
„ „ 6 „ „	1s. 6½d.	1s. 6¾d.
First class Credits... 3 „ „	1s. 6 9/16d.	1s. 6⅞d.
„ „ ... 6 „ „	1s. 6¾d.	1s. 6 15/16d.
Documents ... 3 „ „	1s. 6 19/32d.	1s. 6 25/32d.
„ ... ... 6 „ „	1s. 6 25/32d.	1s. 6 31/32d.
Paris Francs Mercantile Bills... 3 „ „	1·95½	1·98
„ „ 6 „ „	1·97½	2·00
On Calcutta Bank Telegraphic Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	217	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-8-0	Rs. 21-8-0
Sovereigns...	„ 13-4-0	„ 13-4-0
RATES OF DISCOUNT.		
Bank Rate on Disct. on Private Bill.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103½	Rs. 103⅞
Four-and-a-half per cents. ...	„ 106½ Noml.	„ 107 Nominal.
IMPORTS.		
Piece Goods— Market	Good demand, prices unchanged.	Quieter, but prices unchanged.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-7-6 to 3-8-0	Rs. 2-7-6 to 3-8-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-1-0 to 4-14-6	„ 3-1-0 to 4-14-6
31lbs. 30-32in. Madapollams,, ...	„ 1-1-9 to 1-9-6	„ 1-1-9 to 1-9-6
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 8¾	As. 8¼ to 8¾
No. 30s. Water „ „ ...	„ 7⅝ to 8 9/16	„ 7⅝ to 8 9/16
Copper Braziers, (in bundles) per cwt.	Rs. 42-0-0	Rs. 41-12-0
Yellow Metal. (in cases) per cwt.	„ 35-8-0 to 35-10-0	„ 35-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28-0-0	Rs. 28-0-0
Staffordshire Bar Iron, „ „ ...	„ 30-0-0	„ 30-0-0
Swedish Bar Iron, „ „ ...	„ 36 to 40	„ 36 to 40
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 Rdy.; 16½ to 17 fwd.	Rs. 16½ Rdy.; 16½ fwd.
Welsh Hartely Coal, (per ton) „	„ 17 „ ; 15½ „	„ 15½ „ ; 15½ „
Cardiff Coal, (per ton) „	„ 18 „ ; 18 „	„ 18 „ ; 18 „
EXPORTS.		
Cotton— Market [per candy.	Firm for ready; strong for future delivery.	Strong for new Cotton.
Broach, ... Fine...	Rs. 218 March	Rs. 217, 25th March
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 210 March	Rs. 209, 25th March
Hingungbat ... ... Fine...	„ 206 Ready	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 5th December.	Week ending 12th December.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 191 Jan.-Feby.	Rs. 193 Future delivery
,, ,, Good...	,, 184 ,,	,, 187 ,,
,, ,, F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	.....	Rs. 180 Future delivery
,, ... Good,.	Rs. 184 Feb.-March	,, 175 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 205 May	Rs. 203, 25th March
,, ... F.G....	,, 194 ,,	,, 191 ,,
,, ... Good..	,, 185 ,,	,, 183 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 171 January	,, 172 January
,, ... F.G....	,, 161 ,,	,, 161 ,,
,, ... Good..	,, 145 Ready	,, 154 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good.	.....	.....
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
,, Black ,, ...	...	.....
Linseed, Bold ,, ..	Rs. 6-5-0 Ready	Rs. 6-4-0 Ready
,, Small Seed ,, ..	,, 6-4-0 ,,	,, 6-3-0 ,,
Rapeseed, Gujerat Yelow ,, ...	,, 6-4-0 ,,	,, 6-8-0 ,,
,, Brown Delhi ,, ..	,, 5-14-0 ,,	,, 6-15-0 ,,
,, Yelow Cawnpore ,, ...	,, 6-2-0 ,,	,, 6-3-0 ,,
Poppy Seed ,, ..	....	,, 6-11-6 ,,
Groundnuts ,, ...	...	.....
Wheat, White Pessy ,, ...	{ Rs. 4-9-6, 91 % Ready { ,, 4-3-6, 85 ,, ,,	Rs. 4-8-6, 85 % Ready.
,, Khubri Pessy ,, ..	.. ...	.....
,, Ahmedabad (SoftRed) ,, ..	Rs. 4-4-0 Ready	Rs. 4-5-0 Ready,
,, Leskari ,, ..	...	.....
,, Hard Yellow ,, ..	Rs. 3-15-0, 63 % Ready	Rs. 3-14-0, 63 % Ready
,, Khandwa ,, ..	....	...
,, Delhi No 1, White Pessy, ..	Rs. 4-7-9 Ready	Rs. 4-6-6 Ready
,, ,, Red ,, ..		,, 4-2-0 ,,
,, Hard Red Khatha ,, ..	Rs. 3-12-0 Ready	,, 3-12-0 ,,
,, Nagpore Khathi ,, ..	,, 4-1-6 ,,	,, 4-1-6 ,,
Opium, (Malwa) per chest, Old ..	,, 1,160	,, 1,150
,, ,, New ..	,, 1,0.5	,, 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet.)	£0-17-6	£0-17-6
,, Seeds & Wheat.. ..	£0-16-0	£ -15-6
London—M'ment car o, P. & O. Co.	£1-5-0	£0-18-9
,, Seeds & Wheat ,, ..	£0-13-9	£0-15-0
,, M'ment cargo, Via Canal..	.. ...	.....
,, Seeds and Wheat ,, ..	.. ...	....
Havre—M'ment cargo ,, ...	£0-18-9	£0-17-0
,, Seeds and Wheat ,, ...	£0-17-6	£0-17-6
Antwerp—M'ment cargo ,, ..	£0-17-6	£0-17-6
,, Seeds and Wheat ,, ..	£1-17-0	£0-17-0
Hull ,, ...	£0-17-0	£0-17-0
Dunkirk ,, ..	£0-17-6	£0 17-6
Tr este & Venice—M't. cargo,, ..	£1-5-0 at 2s. Ex.	£1-7-6 at 2s. Ex.
,, ,, Seeds & Wheat ,, .	£1-1-0 at 2s. Ex.	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-8-6 at 2s. Ex.	£0-16-0
,, ,, Seeds & wheat ,, ..	£1-3-9 at 2s. Ex.	£1-3-0 at 2s. Ex.
China Steamer	Rs. 12 to Rs. 17 (Japan)	Rs. 12 to Rs. 17 (Japan)
Australia	....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 19th December.	Week ending 23rd December.	Week ending 30th December.
EXCHANGE.			
On England, Bank Bills Tel. Transfer...	1s. 6 19/16d.	1s. 6 1/16d.	1s. 6 1/16d.
„ „ Sight	1s. 6 3/4d.	1s. 6 1/4d.	1s. 6 1/4d.
„ „ 3m'ths' „	1s. 6 15/16d.	1s. 6 3/8d.	1s. 6 7/16d.
„ „ 4 „ „	1s. 7 d.	1s. 6 7/16d.	1s. 6 1/2d.
„ „ 6 „ „	1s. 7 1/8d.	1s. 6 9/16d.	1s. 6 5/8d.
First class Credits... 3 „ „	1s. 7 3/16d.	1s. 6 9/16d.	1s. 6 5/8d.
„ „ ... 6 „ „	1s. 7 3/8d.	1s. 6 3/4d.	1s. 6 13/16d.
Documents ... 3 „ „	1s. 7 7/32d.	1s. 6 19/32d.	1s. 6 21/32d.
„ ... ... 6 „ „	1s. 7 13/32d.	1s. 6 25/32d.	1s. 6 27/32d.
Paris Francs Mercantile Bills... 3 „ „	2·02	1·95½	1·96
„ „ 6 „ „	2·04	1·97½	1·98
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32	100 3/32d.
On China Mer'tile Bills, 60 days' Sight.	218	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-0-0	Rs. 21-8-0	Rs. 21-4-0
Sovereigns	„ 13-2-0	„ 13-4-0	„ 13-4-0
RATES OF DISCOUNT.			
Bank Rate of Disct on Private Bills	3 per cent.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities	3 „	3 „	3 „
Rate of Discount in the Open Market on Govt. Securities ...	2 „	2 „	2 „
Money Market	Very easy.	Very easy.	Very easy.
GOVERNMENT SECURITIES.			
Four-per cents.	Rs. 104⅛	Rs. 104	Rs. 104 3/16d.
Four-and-a-half per cents. ...	„ 106¾ Noml.	„ 106¾	„ 106¾ Noml.
IMPORTS.			
Piece Goods— Market	Quiet, but steady.	Small demand; prices unchgd.	Moderate demand
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-7-6 to 3-8	Rs. 2-7-6 to 3-8	Rs. 2-7 to 3-7-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-1 to 4-14-6	„ 3-1 to 4-14-6	„ 3-1 to 4-14
31lbs. 30-32 in. Madapollams,, ...	„ 1-1-9 to 1-9-6	„ 1-1-9 to 1-9-6	„ 1-1-9 to 1-9-6
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 8¾	As. 8¼ to 8¾	As. 8¼ to 8¾d.
No. 30s. Water „ „ ...	„ 7¾ to 8 9/16	„ 7¾ to 8 9/16	„ 7¾ to 8 9/16d
Copper Braziers, (in bundles) (per cwt.)	Rs. 41-14-0	Rs. 41-0-0	Rs. 41-6 to 41-8
Yellow Metal, (in cases) (per cwt.)	„ 35-4-0	„ 35-8-0	„ 35-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-0-0	Rs. 27-8-0	„ 27-8-0
Staffordshire Bar Iron, „ „ ...	„ 30-0-0	„ 29-0-0	„ 29-0-0
Swedish Bar Iron, „ „ ...	„ 36 to 42	„ 35 to 41	„ 35 to 41
Davisen's West Hartley Coal, (per ton) alongside.	Rs. 15¾rdy, 15¾fd	Rs. 16¼rdy, 15¾fd	Rs. 16¼, rdy, 16 fd
Welsh Hartley Coal, (per ton) „	„ 15 „ 15 „	„ 16 „ 15 „	„ 16 „ 15 „
Cardiff Coal, (per ton) „	„ 17¼ „ 17¼ „	„ 18 „ 17½ „	„ 17¾ „ 18 „
EXPORTS.			
Cotton— Market [per candy.	Quiet.	Quiet.	Quiet, but steady.
Broach, ... Fine...	Rs. 214 March.	Rs. 215 Feby.	Rs. 215 March.
Do. ... ... F.G....	.....	.....	.....
Do. ... ... Good..	Rs. 208 March.	Rs. 208 Feby.	Rs. 208 March.
Hingunghat ... ... Fine...	.....	.....	„ 202 „
Do. ... ... F.G....	Rs. 205 Ready	Rs. 200 Ready.	„ 209 „

mittee of the Chamber of Commerce during the Year 1890—*contd.*

Quotations.	Week ending 19th December.	Week ending 23rd December.	Week ending 30th December.
EXPORTS—*contd.*			
Cotton— [per candy			
Oomrawuttee, Good staple, Fine	.....	.....	.....
" " F.G....	Rs. 193 Ready.	Rs. 190 Ready	Rs. 200 Jany.
" " Good...	" 186 Jany.	" 183 "	" 190 "
" " F.G.F.	.....	.....	.....
Khandeish, ... Fine...	.....	.....	.....
" ... ... F.G....	Rs. 179 Ready.	Rs. 179 Ready	Rs. 174 Jany.
" ... ... Good...	" 173 "	" 173 "	" 169 "
" ... ... F.G.F.	.....	.....	.....
Belatee, ... Fine...	Rs. 190 Ready	Rs. 180 Ready	Rs. 178 Jany.
" ... ... F.G....	" 186 "	.....	" 172 "
" ... ... Good...	.....	.....	.....
Dhollera, ... Fine...	Rs.203 Apl.May	Rs. 202 Mar.-Apl.	Rs. 201 Apl.-May
" ... ... F.G....	" 191 "	" 190 "	" 191 "
" ... ... Good...	" 182 "	" 183 "	" 183 "
" ... ... F.G.F.	.....	.....	.....
Bengals, ... Fine...	Rs. 176 Ready.	Rs. 173 Ready	Rs. 172 Jany.
" ... ... F.G....	" 165 "	" 160 "	" 169½ "
" ... ... Good...	" 157 "	" 153 "	" 153 "
" ... ... F.G.F.	.....	.....	.....
Dharwar (S.G.), ... Good...	Rs.192 Apl.May	Rs. 191 Apl.-May	.....
" " ... F.G.F.	.....	.....	.....
Westerns, ... Good..	.....	.....	.....
" .. .. F.G.F.	.....	.....	.....
Gingelly Seed, White (per cwt.) ...	.....	.....	.....
" Black " ..	.....	.....	.....
Linseed, Bold " ..	Rs. 6-5-0 Ready	Rs. 6-5-0 Ready	.....
" Small Seed " ..	" 6-4-0 "	" 6-4-0 "	Rs. 6-3-0 Ready
Rapeseed, Gujerat Yellow " ..	.....	.....	" 6-7-0 "
" Brown Delhi " ..	Rs. 5-14-6 Ready	Rs. 5 14-6 Ready	" 6-1-0 "
" Yellow Cawnpore " ..	" 6-7-0 "	" 6-7-0 "	" 6-4-0 "
Poppy Seed " ..	" 7-1-0 "	" 7-1-0 "	" 6-15-0 "
Groundnuts " ..	.....	.....	.....
Wheat White Pessy " ..	{ Rs. 4-9-0, 91 % " 4-8-3, 85 " }	{ Rs. 4-9-6, 91 % " 4-8-6, 85 " }	{ Rs. 4-9-6, 91 % " 4-8-6, 85 " }
" Khabri " " ..	.....	.....	.....
" Ahmedabad (SoftRed) " ..	....	...	.....
" Laskari " ..	.....	.....	..... [Rdy.
" Hard yellow " ..	Rs. 3-13-0 Ready	Rs. 3-13-0 Ready	Rs. 3-12-0, 63 %
" Khandwa " ..	.....	.....	.....
" DelhiNo.1, WhitePessy, ..	Rs. 4-6-6 Ready	Rs. 4 6-9 Ready	Rs. 4-6-0 Ready
" " Red " ..	" 4-3-0 "	" 4-3-0 "	" 4-2-0 "
" Hard Red Khatha " ..	" 3-11-0 "	" 3-11-0 "	" 3-11-0 "
" Nagpore Khathi " ..	" 4-1-0 "	" 4-1-0 "	" 4-1-0 "
Opium, (Malwa) per chest, Old ..	" 1,115	" 1,125	" 1,100
" " " New ..	" 1,055	" 1,055	" 1,040
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet).	£0-16-6	£0-17-0	£0-16-3
" Seeds & Wheat.. ..	£0-15-6	£0-17-0	£0-15-0
London—M'ment cargo, P. & O Co.	.. ..	£1-0-0	£1-0-0
" Seeds & Wheat " ..	.....	.....	.....
" M'ment cargo, Via Canal..	.....	.. ..	....
" Seeds and Wheat " ..	.....	.. ..	.....
Havre—M'ment cargo " ..	£0-17-0	.....	£0-17-0
" Seeds, and Wheat " ..	£0-17-0	.....	£0-16-6
Antwerp—M'ment cargo " ..	£0-16-6	£0-17-6	£0-17-0
" Seeds and Wheat " ..	£0-16-6	£0-17-0	£0-16-6
Hull " ..	£0-17-6	....	£0-16,9
Dunkirk " ..	£0-16-0	....	£0-16-6 to £0-16-9
Trieste & Venice—M't. cargo, " ..	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
" " Seeds & Wheat, " ..	....	.....	.....
Marseilles and Genoa—M't. cargo Via Canal.	£0-15-6 [old scale.	£0-17-0 to £0-17 6	£0-15-6
" Seeds & Wheat " ..	£1-2-6 at 2s. Ex.	£0-16 3	£0-15-6
China, Steamer	Rs.12 to 17 (Japan)	Rs.12 to 17 (Japan)	Rs.12 to 17 (Japan)
Australia —	.....	.....	....

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 *to* 1889-90.

YEAR	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	19,295,139	1,483,296	20,778,435
1854-55	171	18,927,222	1,267,033	20,194,255
1855-56	274¼	23,040,000	601,177	23,641,177
1856-57	289¾	25,340,000	1,253,426	26,593,426
1857-58	430½	27,460,000	822,438	28,282,438
1858-59	625	29,860,000	669,427	30,529,427
1859-60	836¼	27,960,000	929,007	28,889,007
1860-61	1581½	32,970,000	1,119,549	34,089,549
1861-62	2351½	36,320,000	683,355	37,003,355
1862-63	2516¾	*47,860,000	1,111,140	48,971,140
1863-64	2962½	*65,625,000	1,270,435	66,895,435
1864-65	3368¾	*68,025,000	1,444,775	69,469,775
1865-66	3568	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016½	50,875,000	1,571,946	52,446,946
1868-69	4261	53,060,000	1,395,580	54,455,580
1869-70	4766	52,470,000	1,042,353	53,512,353
1870-71	5072	55,335,000	2,220,765	57,555,765
1871-72	5365¾	63,190,000	1,495,642	64,685,642
1872-73	5671½	55,230,000	1,308,579	56,538,579
1873-74	6201	54,980,000	1,958,512	56,938,519
1874-75	6497¼	56,360,000	1,625,309	57,985,309
1875-76	6949¾	56,210,000	2,200,236	58,410,236
1876-77	7326½	61,013,000	4,029,898	65,042,898
1877-78	8216	65,222,000	2,210,995	67,432,995
1878-79	8477¾	60,937,000	3,982,228	64,919,228
1879-80	9325	67,210,000	2,035,147	69,245,147
1880-81	9875	74,541,000	1,440,400	75,981,400
1881-82	10144½	81,966,000	1,099,700	83,065,700
1882-83	} 10832¼ {	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12004½	83,170,100	1,968,900	85,139,000
1885-86	12376	83,861,200	1,108,200	84,969,400
1886-87	13390¼	88,481,000	1,720,400	90,201,400
1887-88	14383	90,543,600	1,604,600	92,148,200
1888-89	15245¼	97,060,200	1,784,400	98,844,600
1889-90	16095¼	03,4 48,700	1,906,300	105,355,000

* Exports abnormally high owing to the American Civil War.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 *to* 1889-90.

YEAR	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	10,070,863	4,871,956	14,942,819
1854-55	171	12,742,671	2,028,256	14,770,927
1855-56	274¼	13,945,000	11,301,288	25,246,288
1856-57	289¾	14,195,000	14,413,697	28,608,697
1857-58	430½	15,275,000	15,815,436	31,090,436
1858-59	625	21,730,000	12,817,071	34,547,071
1859-60	836¼	24,265,000	16,356,963	40,621,963
1860-61	1581½	23,495,000	10,677,077	34,172,077
1861-62	2351½	22,320,000	14,951,985	37,271,985
1862-63	2516¾	22,630,000	20,508,967	43,138,967
1863-64	2962½	27,145,000	22,962,581	50,107,581
1864-65	3368¾	28,150,000	21,363,325	49,513,325
1865-66	3568	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016½	35,705,000	11,775,374	47,480,374
1868-69	4261	35,990,000	15,155,954	51,145,954
1869-70	4766	32,925,000	13,954,807	46,879,807
1870-71	5072	34,470,000	5,444,823	39,914,823
1871-72	5365¾	32,090,000	11,573,813	43,663,813
1872-73	5671½	31,875,000	4,556,585	36,431,585
1873-74	6201	33,835,000	5,792,534	39,627,534
1874-75	6497¼	36,220,000	8,141,047	44,361,047
1875-76	6949¾	38,515,000	5,300,722	43,815,722
1876-77	7326½	37,440,000	11,436,120	48,876,120
1877-78	8216	41,464,000	17,355,459	58,819,459
1878-79	8477¾	37,801,000	7,056,748	44,857,748
1879-80	9325	41,172,000	11,654,894	52,826,894
1880-81	9875	53,086,800	8,997,200	62,084,000
1881-82	10144½	49,113,000	11,322,800	60,435,800
1882-83	10832¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12004½	55,701,600	13,888,200	69,589,800
1885-86	12376	55,652,000	15,467,000	71,119,000
1886-87	13390¼	61,812,000	11,048,300	72,860,300
1887-88	14383	65,004,500	13,812,500	78,817,000
1888-89	15245¼	69,437,700	13,845,000	83,282,700
1889-90	16095¼	69,199,400	17,454,500	86,653,900

APPENDIX WW.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1884-85 *to* 1889-90.

—	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	21,43,13,842	19,98,53,049	23,33,80,788	23,29,84,239	25,70,20,964	25,13,15,709
Bombay	21,51,46,900	22,01,07,068	23,48,03,364	25,48 67,621	26,50,56,459	26,42,49,034
Sindh	1,68,21,994	2,14,14,386	2,81,37,826	2,58,31,151	3,56,29,925	3,38,48,172
Madras	4,82,42,572	4,25,03,605	5,31,81,396	5,32,71,367	5,79,17,371	6,16,63,218
British Burmah	3,69,53,890	3,41,98,154	3,74,57,343	5,68,93,510	5,00,51,321	5,45,43,948
Total...	53,14,79,198	51,80,76,262	58,69,60,717	62,38,47,888	66,56,76,040	66,56,20,081
Ditto. Government Stores	2,55 37,606	3,84,43,290	3,11,58,891	2,61,97,993	2,87,01,491	2,63,73,681
Total Merchandise...	55,70,16,804	55,65,19,552	61,81,19,608	65,00,45,881	69,43,77,531	69,19,93,762
Treasure, Private.						
Bengal	2,70,72,820	2,63,77,784	1,07,42,452	1,28,37,167	1 41,66,279	1,18,32,324
Bombay	10,70,14,559	12,46,82,049	9,46,91,217	12,15,34,673	12,10 87,779	15,86,74,387
Sindh	10,96,240	4,26,604	10,96,656	14,47,822	17,64,950	11,91,720
Madras	32,24,678	30,17,517	34,24,294	20,01,191	13,65,131	27,11,031
British Burmah	3,80,121	1,66,854	5,28,605	3,04,603	65,110	1,33,575
Total...	13,87,88,418	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249	17,45,43,037
Ditto. Government	93,500	.....	.....	.....	.....	2,000
Total Treasure...	13,88,81,918	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249	17,45,45,037
Grand Total of Imports...	69,58,98,722	71,11,90,360	72,86,02,832	78,81,71,337	83,28,26,780	86,65,38,799
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	16,58,494	11,55,998	12,73,122	28,05,091	13,07,262	16,20,199
Bombay	2,42,43,409	2,63,91,413	2,94,27,678	3,25,45,876	3,60,93,029	3,54,42,452

Sindh	22,27,266	28,86,320	38,49,570	47,07,535	51,13,284	51,72,756
Madras	3,43,679	2,91,960	4,39,606	7,11,957	5,45,451	4,43,107
British Burmah	3,18,638	2,08,799	2,18,969	2,61,004	2,99,758	2,89,847
Total...	2,87,91,486	3,09,34,490	3,52,08,945	4,10,31,463	4,33,58,784	4,29,68,361
(Indian Produce and Manufactures.)						
Bengal	32,66,62,730	32,99,27,597	35,47,14,823	36,83,19,277	37,69,18,532	39,51,11,012
Bombay	30,21,07,606	28,64,31,455	31,28,26,594	31,14,07,449	35,30,08,911	35,86,50,956
Sindh	3,70,56,505	4,08,40,026	2,51,24,070	2,13,39,105	3,31,02,022	4,50,71,406
Madras	8,39,83,052	8,23,48,998	9,08,73,573	9,66,10,774	10,27,12,598	11,45,26,228
British Burmah	5,25,53,050	6,75,94,891	6,56,47,781	6,60,56,466	6,07,87,933	7,75,23,729
Total...	80,23,62,943	80,71,42,967	84,91,86,841	86,37,33,071	92,65,29,996	99,08,83,331
Total Fgn. & Indian Merchandise exported.						
Bengal	32,83,21,224	33,10,83,595	35,59,87,945	37,11,24,368	37,82,25,794	39,67,31,211
Bombay	32,63,51,015	31,28,22,868	34,22,54,272	34,39,53,325	38,91,01,940	39,40,93,408
Sindh	3,92,83,771	4,37,26,346	2,89,73,640	2,60,46,640	3,82,15,306	5,02,44,162
Madras	8,43,26,731	8,26,40,958	9,13,13,179	9,73,22,731	10,32,58,049	11,49,69,335
British Burmah	5,28,71,688	6,78,03,690	6,58,66,750	6,63,17,470	6,10,87,691	7,78,13,576
Total...	83,11,54,429	83,80,77,457	88,43,95,786	90,47,64,534	96,98,88,780	1,03,38,51,692
Ditto. Government Stores	5,47,078	5,34,236	4,14,568	6,71,924	7,13,606	6,35,360
Total Merchandise...	83,17,01,507	83,86,11,693	88,48,10,354	90,54,36,458	97,06,02,386	1,03,44,87,052
Treasure, Private.						
Bengal	30,11,442	9,94,555	13,59,380	8,78,118	5,29,000	13,33,542
Bombay	1,24,89,069	90,33,742	1,24,85,466	1,13,10,237	1,45,51,370	1,56,67,905
Sindh	6,11,749	4,23,950	7,06,980	5,89,212	7,48,465	4,80,165
Madras	27,39,836	4,21,563	22,91,935	23,43,975	12,06,484	9,35,741
British Burmah	4,700	4,500	450	18,000	.....	1 845
Total...	1,88,56,796	1,08,78,310	1,68,44,211	1,51,39,542	1,70,35,319	1,84,19,198
Ditto. Government	8,33,000	2,04,000	3,60,050	9,06,700	8,08,500	6,44,020
Total Treasure...	1,96,89,796	1,10,82,310	1,72,04,261	1,60,46,242	1,78,43,819	1,90,63,218
Grand Total of Exports...	85,13,91,303	84,96,94,003	90,20,14,615	92,14,82,700	98,84,46,205	1,05,35,50,270

APPENDIX WW.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1887-88 *to* 1889-90.

ARTICLES.	Quantities.			Value.		
	1887-88.	1888-89.	1889-90.	1887-88.	1888-89.	1889-90.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	3,966	3,360	3,515	10,46,122	11,94,436	12,03,579
Apparel, &c. (Excluding Boots and Shoes) value.	.....	.....	.....	31,93,431	39,15,744	39,40,725
Arms, Ammunition, &c. (Excluding Dynamite) „	.....	.....	.....	5,23,501	5,27,471	3,87,694
Articles imported by Post ... ... „	.....	.....	.....	22,75,720	22,04,661	23,61,844
Building and Engineering Materials ... „	.....	.....	.....	4,34,392	6,44,315	5,27,850
Cabinetware and Furniture ... ... „	.....	.....	.....	4,89,920	4,40,065	5,21,981
Candles ... . lbs.	930,696	591,827	1,159,026	2,67,460	1,79,517	3,48,014
Clocks and Watches ... ... No.	90,649	85,759	75,390	8,46,142	6,90,691	6,73,309
Coal, Coke, and Patent Fuel ... ... tons.	573,280	633,029	429,995	1,15,18,701	1,49,19,216	93,46,276
Cotton—Raw ... ... cwts.	54,392	64,581	115,251	12,48,941	15,05,029	26,68,868
Cotton—Twist and Yarn ... ... lbs.	15,374,392	15,004,918	13,548,954	1,02,25,896	1,00,07,085	95,65,137
Do. Piece Goods ... ... yards.	554,783,590	655,683,915	625,553,330	7,07,70,958	8,30,20,684	8,03,47,435
Do. Shawls & Handkerchiefs ... No.	10,851,844	12,092,069	10,151,259			
Chemical Products and Preparations (Including Dynamite) ... ... value.	....	.....	.....	8,03,911	10,02,910	13,64,966
Drugs & Medicines & Narcotics (Excluding Tobacco) .. .. .. „	.....	....	.. ...	15,07,272	20,06,460	18,70,285
Dyeing and Colouring Materials ... „	.....	.....	.....	28,01,855	34,17,260	41,58,208
Earthenware and Porcelain ... ... „	.....	.....	.....	7,16,654	7,86,986	7,08,074
Fireworks ... ... „	.....	.....	.....	3,78,604	2,19,172	4,13,030
Glass .. .. „	.....	.....	.....	31,71,163	34,20,918	32,86,066
Gums & Resins (Excluding Cutch & Gambier) cwts.	47,309	58,883	56,368	8,56,528	13,02,157	9,09,524
Hardware and Cutlery ... ... value.	.....	.....	.....	50,50,731	52,95,239	46,93,335
Hides and Skins ... ... No.	421,714	292,661	436,325	5,19,633	3,21,426	4,52,033
Instruments and Apparatus ... ... value.	.....	.....	.....	8,54,438	9,83,011	9,39,834
Ivory, Unmanufactured ... ... lbs.	512,535	593,770	345,618	25,88,614	29,02,451	19,13,371
Do. Manufactured ... ... value.	.....	.....	.....	1,13,033	75,797	1,74,564
Jewellery, &c. ... ... „	.....	.....	.....	20,06,284	21,93,248	18,93,725
Leather, Unwrought, Saddlery, &c. ... „	.. ...	.....	.....	7,66,116	9,45,270	11,35,690
Do. (Boots & Shoes) ... ... Pairs.	181 886	129,382	134,466	6,28,702	4,81,782	4,42,132
Liquors—Ale, Beer, and Porter .. ... gallons.	318,665	416,137	522,215	5,93,098	6,50,381	7,56,522
Do. Spirits ... . „	287,769	295,255	309,754	18,92,834	18,46,123	19,52,633
Do. Wines and Liqueurs ... .. „	130,048	121,597	113,203	10,91,836	9,62,596	10,21,654

Liquors—Other sorts	,,	888	891	917	2,985	2,824	2,894
Machinery and Millwork	value.	.....	.....	.....	94,63,403	1,12,77,400	1,39,99,260
Matches, Lucifer and other	,,	.....	.....	.....	8,71,683	6,69,003	6,67,518
Metals—Brass	cwts.	3,010	4,263	6,021	1,53,439	2,73,135	3,35,321
Do. Copper...	,,	181,588	6,319	162,865	75,46,330	5,42,365	66,67,663
Do. Mixed or Yellow Metal ...	,,	85,466	24,460	119,528	27,98,353	11,70,751	44,99,878
Do. Iron	,,	1,751,357	1,457,844	1,181,130	1,01,59,108	88,70,165	78,10,381
Do. Lead	,,	19,351	27,998	15,300	2,01,038	3,30,456	1,76,589
Do. Quicksilver	lbs.	107,729	110,971	183,132	1,52,257	1,72,580	3,23,429
Do. Steel	cwts.	154,671	165,476	253,711	10,38,950	11,49,166	18,27,439
Do. Tin	,,	5,697	14,152	14,010	4,52,784	10,30,650	9,65,315
Do. Zinc or Spelter	,,	35,676	32,121	28,182	3,67,705	3,86,139	3,98,256
Do. Other sorts	,,	3,911	2,837	4,188	3,44,048	2,65,755	3,25,777
Oil—Kerosine	gallons.	4,509,420	11,930,739	13,704,072	29,47,741	67,40,720	71,11,838
Do. other sorts	,,	598,045	563,532	515,529			
Paints and Colours (excluding Painters' Materials.)	cwts.	75,734	105,568	73,343	9,16,229	11,04,329	8,36,566
Paper and Pasteboard	value.	.....	.....	.....	20,84,374	21,86,098	21,79,136
Perfumery, other than Musk	,,	.....	.....	.....	2,03,508	1,78,933	2,20,643
Provisions	,,	.....	.....	.....	58,66,428	58,56,220	63,63,206
Railway Plant and Rolling Stock ...	,,	.....	.....	.....	1,92,48,010	1,95,71,014	1,02,75,190
Silk—Raw	lbs.	2,198,246	1,678,932	1,956,846	91,81,251	67,82,260	81,80,274
Do. Piece Goods (including silk mixed with other materials)	yards.	6,971,032	7,088,367	8,902,741	75,25,763	72,69,219	90,02,699
Spices	lbs.	10,610,749	11,923,023	10,463,388	45,89,334	38,11,988	31,82,623
Sugar, refined and unrefined	cwts.	1,227,940	1,063,569	1,156,926	1,47,69,449	1,23,97,334	1,50,68,536
Tea	lbs.	3,226,814	4,316,811	4,900,427	24,44,949	30,05,680	34,67,286
Tobacco, Cigars &c.	,,	311,289	370,972	279,427	2,68,209	3,67,908	3,52,076
Umbrellas	No.	1,428,369	1,211,915	862,468	12,63,398	11,08,881	8,36,660
Wool—Raw	lbs.	1,872,766	2,921,408	3,467,068	5,33,238	8,39,159	9,76,153
Woollen Piece Goods	yards.	6,036,631	5,019,781	4,110,188	58,82,787	49,26,769	42,66,202
All other Articles	value.	.....	.....	.....	1,21,44,366	1,34,89,584	1 31,11,004
Total Value...		.....	.....	.....	25,26,02,607	26,38,38,591	26,34,11,170
Treasure—Gold	Tolas...	1,349,241	1,221,231	2,018,470	2,86,57,411	2,79,42,167	4,51,74,722
Do. Silver...	,, ...	88,587,506	88,347,563	107,333,907	9,30,10,363	9,31,45,612	11,35,43,641
Total Treasure...		89,936,747	89,568,794	109,352,377	12,16,67,774	12,10,87,779	15,87,18,363
Grand Total Rs ...		.....	.....	.....	37,42,70,381	38,49,26,370	42,21,29,533

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1887-88 *to* 1889-90.

Articles.	Quantities.			Value.		
	1887-88.	1888-89.	1889-90.	1887-88.	1888-89.	1889-90.
				Rs.	Rs.	Rs.
Indian Produce and Manufactures.						
Coffee ... ... cwts.	24,031	36,043	27,379	13,05,021	16,60,825	14,78,231
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	31,574	35,697	64,723	2,43,413	2,72,099	5,32,198
Cotton—Raw ... ... „	3,929,556	4,198,262	4,819,019	10,90,28,314	12,11,48,814	14,55,72,791
Do. Twist and Yarn ... ... lbs.	108,515,974	123,022,742	132,02,9601	3,89,69,274	4,97,12,105	5,37,31,094
Do. Piece Goods ... { yards.	55,120,090	57,568,272	46,542,657	} 67,63,433	73,67,189	56,30,385
Do. Shawls and Handkerchiefs { No.	95,994	136,611	135,895			
Dyeing and Colouring Materials—(Including Cutch, Gambier & Lac)						
Indigo ... ... cwts.	6,495	5,231	5,556	13,58,984	11,20,014	11,87,071
Myrabollams ... ... „	568,770	518,005	643,178	22,03,417	21,90,394	27,93,381
Other Sorts ... ... „	47,292	24,483	9,346	2,61,954	1,39,424	83,156
Grain and Pulse—						
Rice not in the Husk ... ... „	763,912	589,351	798,950	35,01,699	28,65,038	42,64,302
Wheat ... ... „	8,540,614	10,654,163	5,146,881	3,61,51,452	4,76,49,988	2,31,26,654
Other Sorts ... ... „	490,248	550,250	946,481	15,77,270	19,68,060	34,29,970
Hides and Skins—						
Hides ... ... No.	271,294	515,959	354,126	11,28,362	15,18,946	11,36,385
Skins ... ... „	2,901,894	3,118,410	3,102,783	34,88,732	39,22,984	39,96,598
Oils ... ... gals.	125,964	97,531	122,397	3,19,690	3,32,131	3,33,752
Opium ... ...chests.	33,712½	30,431	29,180	4,08,71,641	4,09,32,552	3,74,34,192
Provisions ... ... value.	.....	.....	.....	29,98,394	30,53,418	37,83,342
Seeds—						
Linseed ... ... cwts.	2,521,844	2,797,246	2,013,169	1,55,81,820	1,79,57,113	1,39,07,368
Rape ... ... „	1,027,924	2,136,795	2,229,413	60,24,826	1,40,23,444	1,66,04,203
Gingelly ... ... „	1,579,724	708,469	932,492	1,12,86,538	57,34,166	72,70,616
Poppy ... ... „	229,874	428,794	279,978	14,21,704	29,08,522	22,15,974
Castor ... ... „	247,974	376,628	565,764	11,98,305	21,15,632	37,88,552
Groundnuts ... ... „	948,973	441,312	692,553	47,71,891	27,51,082	42,66,407
Other Sorts ... ... „	193,406	236,139	92,808	9,77,758	9,82,866	5,47,019

Spices	lbs.	5,186,191	6,587,910	5,681,878	12,53,779	13,99,341	13,18,211
Sugar—Refined	cwts.	5,221	7,956	9,334	70,632	1,11,069	1,34,381
Do. unrefined (Molasses, Goor, &c.) ...	„	14,268	19,413	13,369	1,07,849	1,47 666	99,916
Tea	lbs.	349,623	481,110	978,246	2,61,484	3,80,254	7,89,915
Tobacco, Cigars, &c.	„	5,477,257	2,921,207	3,852,381	6,53,515	3,83,003	5,08,378
Wool—Raw	„	16,223,702	14,909,944	17,433,541	69,67,180	70,00,588	81,48,966
Woollen Shawls	No.	11,340	7,080	6,414	3,84,968	2,39,998	2,84,255
All other Articles	value.	.....	.....	.....	1,02,74,739	1,10,07,390	1,02,31,086
Total Value Rs.		.....	.....	.....	31,14,08,038	35,29,96,115	35,86,28,749
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	946,411	1,523,301	1,167,150	6,13547,	10,51,182	8,34,456
Do. Piece Goods ...	yards.	83,475,469	86,661,406	85,252,924			
Do. Shawls and Handkerchiefs	No.	1,369,272	1,738,065	1,545,743	1,57,23,517	1,61,49,135	1,62,53,292
Gums and Resins (excluding Cutch and Gambier)	cwts.	27,492	36,055	29,315	6,01,913	10,91,344	7,31,404
Ivory, unmanufactured	lbs.	347,238	393,239	218,776	18,24,670	20,91,804	12,55,426
Provisions	valuc	.....	.....	.....	10,83,377	10,43,512	12,30,799
Silk—Raw...	lbs.	107,659	109,182	114,740	4,10,650	4,10,472	3,32,871
Do. Piece Goods (including silk mixed with other materials)	yards.	474,295	.....	.....	4,48,734	5,81,344	5,51,971
Sugar—Refined	cwts.	146,505	166,189	192,726	17,90,622	19,60,432	26,37,602
Tea	lbs.	1,466,609	2,327,191	1,848,858	12,79,147	20,56,317	16,77,945
Wool—Raw	„	2,773,736	3,769,576	5,263,096	13,27,586	18,04,450	24,97,932
Do. Piece Goods...	yards.	311,177	453,713	321,074	3,14,145	4,10,412	3,16,951
All other Articles	value.	.....	.....	.....	71,17,308	74,38,210	71,19,590
Total Value Rs.		.....	.....	.....	3,25,35,216	3,60,88,614	3,54,40,239
Treasure—Gold	Tolas...	51,377	125,674	200,094	11,31,814	28,51,881	44,53,994
Do. Silver	„ ...	10,051,906	11,327,744	10,832,998	1,01,77,348	1,16,96,539	1,12,13,911
Total Treasure...		10,103,283	11,453,418	11,033,092	1,13,09,162	1,45,48,420	1,56,67,905
Grand Total Rs...		.....	.....	.....	35,52,52,416	40,36,33,149	40,97,36,893

APPENDIX WW.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1888, 1889, and 1890.

ARTICLES.		Quantities.			Value.		
		1888.	1889.	1890.	1888.	1889.	1890.
					Rs.	Rs.	Rs.
Animals—Living	No.	10,091	9,107	9,588	27,48,185	23,75,263	27,36,720
Apparel (including Millinery, &c.) ...	value.	.....	.....	.....	1,15,81,936	1,17,39,130	1,19,20,167
Arms, Ammunition, &c.	,,	.....	.....	.....	12,97,657	20,30,211	19,61,731
Books and Printed matters	cwts.	14,594	12,224	13,739	20,83,298	20,95,523	22,60,959
Building and Engineering Materials ...	value.	.....	.....	.....	15,85,512	17,74,452	17,48,359
Coffee	cwts.	25,335	24,418	11,475	10,68,001	12,45,223	5,97,614
Coal, Coke and Patent Fuel	tons.	806,239	769,204	653,663	1,77,93,115	1,71,49,669	1,32,94,180
Cotton—Raw	cwts.	60,149	87,624	105,804	13,87,443	21,48,676	23,67,832
,, Twist and Yarn	lbs.	55,706,083	47,729,374	50,660,718	3,95,22,957	3,53,52,935	3,76,22,800
,, Piece Goods...	yards.	2,050,628,735	2,063,389,934	2,042,864,997	26,39,45,058	26,40,63,184	26,78,40,596
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	61,62,707	61,00,059	63,85,373
Corals, Real	lbs.	167,910	196,123	213,341	14,94,590	14,54,788	15,59,502
Chemicals	value.	.....	.....	.....	26,19,389	24,82,714	25,55,502
Clocks and Watches...	No.	122,665	102,279	161,916	10,38,854	9,71,166	13,16,267
Candles	lbs.	2,569,015	4,022,277	3,926,368	8,04,264	13,03,145	12,22,845
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	53,00,293	53,28,913	61,40,076
Dyeing and Tanning materials ...	,,	.....	.....	.....	39,01,787	50,70,656	54,77,022
Earthenware and Porcelain	,,	.....	.....	.....	21,72,664	22,41,332	22,54,166
Flax, manufactured and unmanufactured	,,	.....	.....	.....	13,34,983	12,67,519	14,70,761
Fruits and Vegetables	,,	.....	.....	.....	26,03,686	24,39,319	18,48,202
Gums and Resins	cwts.	82,451	87,765	83,211	14,59,845	13,76,081	10,24,827
Glass	value.	.....	.....	.....	64,55,772	65,21,515	64,85,166
Hides and Skins, dressed and undressed—							
Hides	cwts.	6,278	2,653	10,079	2,14,195	1,42,984	2,67,593
Skins	,,	9,688	11,336	16,207	5,19,538	6,25,487	7,90,415
Ivory, unmanufactured	lbs.	591,072	401,023	493,580	23,83,798	22,25,833	29,84,161
Instruments and Apparatus	value.	.....	.....	.....	20,03,531	21,65,313	22,46,030

Jewellery, &c.	value.	.....	.....	.....	27,64,957	24,31,615	20,47,027
Liquors—Ale, Beer and Porter ...	gallons	2,388,507	2,616,048	2,846,136	41,65,857	43,41,384	45,84,039
„ Spirits	„	1,115,388	1,089,275	1,103,480	73,89,499	68,84,079	67,01,037
„ Wines, Liqueurs, &c. ...	„	369,865	382,168	378,619	33,08,120	34,63,818	32,86,188
Leather, and manufactures of (excluding Boots and Shoes)... ...	value.	.....	.....	.....	16,71,055	17,75,121	17,39,862
„ Boots and Shoes ...	pairs.	313,747	348,851	348,011	12,34,346	12,40,499	12,30,768
Metals (excluding Hardware & Cutlery).	tons.	260,983	252,231	254,502	4,48,31,059	5,44,10,705	5,64,32,145
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,09,37,899	1,08,63,101	1,17,16,078
Machinery and Millwork	„	.....	.....	.....	2,20,48,615	2,51,88,318	2,14,31,285
Matches, Lucifer and other	„	.....	.....	.....	21,33,642	22,20,957	29,17,421
Oil, Kerosine	gallons	37,076,404	46,488,672	50,143,415	1,70,63,038	2,13,55,919	2,20,76,824
Oils, other kinds	„	3,302,493	2,720,426	3,440,243	31,60,968	24,68,154	35,74,453
Provisions	value.	.....	.....	.....	1,56,97,536	1,61,77,485	1,48,21,945
Paints and Colours	cwts.	157,937	173,448	162,512	21,69,770	21,45,102	23,87,598
Painters' Materials	value.	.....	.....	.....	6,53,003	6,04,538	7,49,985
Paper and Pasteboard	„	.....	.....	.....	41,33,260	39,98,047	42,67,447
Perfumery	„	.....	.....	.....	2,83,364	3,10,430	2,46,034
Railway Plant and Rolling Stock ...	„	.....	.....	.....	2,95,51,029	1,82,50,983	2,07,24,510
Salt	tons.	406,527	382,186	422,684	92,24,164	83,55,153	85,80,599
Silk, Raw	lbs.	2,017,985	2,346,635	2,432,595	91,40,366	1,04,72,044	1,13,03,691
„ Piece Goods (including goods mixed with other materials)	yards.	15,819,723	15,608,783	12,845,172	1,72,73,391	1,75,42,972	1,46,31,056
Soap	cwts.	77,370	64,234	62,276	10,52,275	10,62,706	10,52,521
Spices	lbs.	47,837,849	55,869,537	47,525,101	85,42,181	96,74,603	76,40,872
Stationery (excluding Paper). ...	value.	.....	.....	.....	21,80,028	22,79,788	23,24,342
Sugar and Sugarcandy, Refined ...	cwts.	1,576,264	1,534,813	2,334,991	1,91,20,056	2,00,66,149	2,96,47,116
„ Unrefined (Molasses, Goor, &c.)...	„	167,357	72,705	203,809	4,96,464	1,83,617	8,13,695
Tea	lbs.	4,311,327	5,412,232	4,851,782	29,39,028	36,03,606	32,96,691
Toys and Requisites for Games ...	value.	.....	.....	.....	15,25,378	14,02,170	14,98,220
Umbrellas	No.	4,759,967	4,020,744	3,965,877	40,36,656	34,43,671	32,60,421
Wood, Timber	tons.	16,779	18,810	19,156	6,98,560	10,00,999	10,08,419
„ Other Sorts, including wooden-ware	value.	.....	.....	.....	5,32,908	5,78,639	5,19,524
Wool, Raw...	lbs.	4,392,931	4,643,396	4,294,506	12,52,213	12,55,911	11,72,526
„ Piece Goods	yards.	12,671,724	10,487,638	12,167,476	1,25,42,593	1,05,60,979	1,23,29,442
„ Shawls, Braids, &c.	value.	.....	.....	.....	38,05,905	40,74,193	50,46,223
All other Articles	„	.....	.....	.....	1,59,86,014	1,58,31,492	1,54,56,470
Total Value Rs....		.....	.....	.....	66,74,28,255	67,11,50,037	68,68,95,340

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1888, 1889, and 1890.

ARTICLES.	Quantities.			Value.		
	1888.	1889.	1890.	1888.	1889.	1890.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	388,708	229,590	277,352	2,04,86,056	1,33,81,854	1,74,11,121
Cotton—Raw ... ... „	4,363,646	6,225,748	6,668,691	12,09,17,813	18,05,14,057	19,56,19,512
„ Twist and Yarn ... ... lbs.	123,082,028	140,222,956	159,200,683	4,81,98,351	5,72,71,833	6,27,82,006
„ Piece Goods ... ... yards.	73,777,016	57,969,890	64,547,688	1,14,62,901	89,72,454	98,18,794
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	8,74,876	8,12,213	11,70,432
Coir, Unmanufactured ... ... cwts.	15,849	13,824	20,391	1,11,831	94,356	1,43,604
„ Manufactured (excluding Cordage). „	179,110	255,792	220,374	16,33,666	22,85,793	19,45,419
Dyeing and Colouring Materials—						
Indigo ... ... „	133,456	151,881	157,897	3,63,07,751	4,06,77,186	4,03,88,768
Myrabollams ... ... „	543,153	772,784	654,168	21,36,403	30,72,926	28,64,049
Cutch and Gambier ... ... „	316,660	242,736	181,107	50,06,834	35,41,914	27,52,744
Other sorts ... ... „	97,966	71,753	85,871	4,79,473	2,76,243	3,82,096
Grain and Pulse—						
Rice in the Husk ... ... „	418,176	302,206	474,786	7,44,422	5,95,920	9,94,419
„ not in the Husk ... ... „	25,391,437	26,053,820	32,091,797	8,47,93,356	9,63,38,313	11,97,75,836
Wheat ... ... „	15,858,803	14,792,191	13,631,878	6,68,60,738	6,30,69,714	5,75,53,572
Other Sorts ... ... „	1,935,235	1,618,707	1,941,818	56,02,263	56,50,111	65,53,215
Hides and Skins—						
Hides ... ... „	660,518	633,407	552,684	2,50,30,537	2,34,66,027	2,07,25,549
Skins ... ... „	212,460	204,142	227,293	2,38,46,998	2,37,34,854	2,44,06,520
Jute—Raw... ... ... „	9,564,507	10,337,827	11,658,813	6,96,11,667	8,47,96,950	8,12,29,067
„ Gunny Bags ... ... No.	101,030,742	101,730,738	84,574,864	2,33,84,623	2,45,94,215	2,03,29,556
„ Cloth ... ... yds.	7,959,972	40,642,303	27,958,169	8,43,322	42,43,369	28,02,889
„ Other Sorts ... ... cwts.	6,106	18,790	21,963	75,356	2,65,181	2,69,658
Lac—Shell, Button, Stick, &c. ... „	109,612	88,010	136,370	36,78,370	44,43,222	74,08,413
Opium ... ...chests.	88,818	87,613	84,429	10,36,94,611	10,64,89,573	9,25,14,978
Oils ... ... { gallons	4,144,358	4,403,995	4,096,272	46,00,879	53,99,272	52,58,621
{ cwts.	41,970	54,432	45,156			
Provisions.... ... ... value.	.....	.....	.....	54,02,712	62,25,654	63,26,784
Spices ... ... lbs.	24,873,242	23,885,175	23,466,671	54,44,779	50,34,239	45,47,775
Saltpetre.... ... ... cwts.	424,585	411,319	381,892	40,63,613	39,92,691	36,98,292

Seeds—						
Linseed ... ... „	8,570,119	7,733,330	6,980,480	4,99,43,016	5,12,29,436	4,36,36,541
Rape ... ... „	2,795,554	3,940,072	1,609,360	1,71,97,648	2,70,73,667	1,04,67,579
Gingelly... ... ... „	1,688,050	1,853,594	1,788,795	1,21,92,888	1,38,93,325	1,31,53,015
Poppy ... ... „	680,340	512,483	630,902	43,96,949	38,94,490	44,54,869
Castor ... ... „	602,422	839,738	828,528	30,19,136	56,68,722	51,72,228
Groundnuts ... ... „	978,225	1,146,085	1,602,082	51,36,305	67,47,168	93,90,236
Other Sorts ... ... „	260,280	333,424	220,830	14,86,367	14,71,835	13,70,131
Silk, Raw ... ... lbs.	2,092,673	1,971,549	1,826,736	49,06,592	57,52,210	59,50,105
„ Piece Goods (including Silk mixed with other Materials) ... ... yds.	3,009,519	2,667,093	2,304,605	28,52,203	27,93,928	21,34,586
Sugar and Sugarcandy, Refined ... cwts.	44,488	222,291	27,344	5,20,972	20,63,172	3,73,206
„ Unrefined (Molasses, Goor, &c.). „	966,866	1,288,109	670,044	48,80,648	76,19,565	31,66,071
Tea ... . lbs.	94,193,424	98,849,302	109,855,660	5,24,73,588	5,07,41,250	5,30,44,081
Tobacco, Cigars, &c. ... ... „	7,795,856	7,524,210	8,360,911	10,40,910	11,04,912	13,76,223
Wood, Teak ... ... tons.	51,299	72,992	44,618	53,95,221	78,93,836	45,70,993
„ Other sorts (including woodenware.) value.	.....	.....	.....	10,42,719	9,12,460	11,45,067
Wool, Raw... ... ... lbs.	22,358,532	23,062,333	21,248,357	94,67,689	1,05,85,565	97,80,527
„ Manufactures of ... ... value.	.....	.....	.....	12,46,967	12,46,769	10,70,497
All other Articles ... ... „	.....	.....	.....	2,37,98,977	2,33,31,559	2,51,41,514
Total Value Rs....	.....	.....	.....	87,62,92,996	99,32,64,003	98,50,71,158
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,717,214	1,165,931	1,181,145	11,89,330	8,21,933	8,22,101
„ Piece Goods ... ... yds.	92,114,755	93,916,299	86,898,977	1,67,83,986	1,71,21,987	1,61,48,167
„ Shawls, Thread, &c.... ... value.	.....	.....	.....	4,85,052	5,72,644	5,85,095
Ivory, Unmanufactured ... ... lbs.	402,275	258,098	216,538	20,99,515	14,64,336	12,51,789
Metals ... ... cwts.	396,783	341,764	333,058	22,58,789	19,02,695	19,91,707
Silk, Raw ... ... lbs.	109,666	113,324	123,043	4,68,090	3,25,108	3,45,413
„ Piece Goods ... ... yards.	629,840	662,814	672,503	6,06,582	6,16,068	6,29,897
Spices ... ... lbs.	4,009,739	4,006,728	3,001,816	18,48,429	15,78,302	8,24,576
Sugar and Sugarcandy, Refined ... cwts.	171,562	208,099	146,222	20,41,464	27,80,089	18,73,789
Tea ... ... lbs.	2,029,709	2,157,710	2,802,514	17,77,604	19,47,835	24,79,387
Wool, Raw ... ... „	11,996,200	14,193,530	13,502,880	56,85,904	67,54,691	65,71,276
All other Articles ... ... value.	.....	.....	.....	79,10,894	83,22,836	82,03,287
Total Value Rs....	.....	.....	.....	4,31,55,639	4,42,08,524	4,17,26,484
Grand Total Rs....	.....	.....	.....	91,94,48,635	1,03,74,72,527	1,02,67,97,642

APPENDIX WW.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1888, 1889, *and* 1890.

ARTICLES.	Quantities.			Value.		
	1888.	1889.	1890.	1888.	1889.	1890.
				Rs.	Rs.	Rs.
Apparel, (including Haberdashery, Millinery, &c.) ... ... value.	.....	.....	.....	38,75,307	39,96,695	40,08,320
Arms, Ammunition, &c. ... ... ,,	.....	.....	.....	4,50,639	6,28,923	6,30,754
Building and Engineering Materials... ,,	.....	.....	.....	5,59,402	6,05,717	6,29,890
Cabinetware and Furniture ... ,,	.....	.....	.....	4,84,559	4,64,810	5,07,540
Candles ... ... lbs.	759,360	1,052,612	1,118,643	2,21,711	3,09,051	3,37,743
Clocks and Watches ... ... No.	90,763	65,917	108,660	7,28,942	6,08,918	9,32,118
Coal, Coke and Patent Fuel ... Tons.	587,872	573,297	536,218	1,34,84,769	1,29,10,690	1,07,24,693
Cotton—Twist and Yarn ... ... lbs.	17,983,840	13,024,053	15,030,163	1,20,06,774	90,02,177	1,08,14,892
,, Piece Goods ... ... Yards.	639,229,887	658,609,674	646,546,628	8,12,02,119	8,14,23,972	8,46,23,555
,, Shawls and Handkerchiefs ... No.	12,380,824	11,211,805	12,556,487	13,31,344	11,75,193	13,06,807
,, Lace, Nets, Hosiery, &c. ... value.	.....	.....	.....	16,49,209	16,06,130	16,34,360
Chemical Products and Preparations. value.	.....	.....	.....	10,13,746	11,59,729	11,21,543
Drugs and Medicines ... ... ,,	.....	.....	.....	18,03,153	19,90,915	20,98,779
Dyeing and Coloring Materials ... ,,	.....	.....	.....	30,71,471	40,78,358	44,48,393
Earthenware and Porcelain ... ,,	.....	.....	.....	7,70,431	7,32,981	6,59,915
Fireworks ... ... ,,	.....	.....	.....	1,99,090	4,16,158	5,27,055
Glass ... ... ,,	.....	.....	.....	34,10,812	33,63,712	33,52,194
Gums and Resins ... ... cwts.	56,712	57,954	56,299	12,02,150	10,84,318	8,22,052

Hides and Skins—							
Hides	No.	39,686	8,549	73,692	1,27,979	64,179	1,76,779
Skins	„	282,634	369,763	614,531	2,41,889	3,25,865	4,74,342
Instruments and Apparatus ...	value.	.....	.....	.....	9,19,224	9,79,869	9,77,948
Ivory, unmanufactured	lbs.	585,407	381,035	469,774	28,44,820	20,73,015	27,82,215
Jewellery, &c.	value.	.....	.....	.....	21,98,614	19,98,011	17,15,981
Leather (including Saddlery, &c.) ...	„	.....	.....	.....	9,37,449	10,65,456	10,49,844
„ Boots and Shoes	„	.....	.....	.....	4,94,869	4,61,587	5,41,218
Liquors—Ale, Beer and Porter ...	gallons	370,435	520,365	632,217	5,98,703	7,58,189	8,21,679
„ Spirits, Wines, &c	„	417,232	432,775	410,245	27,92,216	29,92,151	29,73,139
Machinery and Millwork	value.	.....	.....	.....	1,07,18,691	1,47,10,848	99,75,810
Matches, Lucifer and other ...	„	.....	.....	.....	7,91,853	7,46,031	8,35,178
Metals, (excluding Hardware&Cutlery).	Tons.	105,008	103,682	93,577	1,82,52,140	2,23,59,385	2,31,25,036
„ Hardware and Cutlery ...	value.	.....	.....	.....	52,90,018	49,44,407	49,20,702
Oils (all kinds)	gallons	11,501,589	*11,098,363	†16,788,879	62,66,897	57,02,656	81,34,712
Paints and Colors (excluding Painters' Materials)	cwts.	87,961	89,788	78,241	10,19,809	8,95,130	10,49,160
Paper and Pasteboard	value.	.....	.....	.....	22,28,034	21,53,058	21,54,676
Perfumery	„	.....	.....	.....	2,00,579	2,27,907	1,79,162
Provisions	„	.....	.....	.....	58,61,574	66,48,456	59,09,187
Railway Plant and Rolling Stock ...	„	.....	.....	.....	2,41,10,564	1,10,36,023	1,19,31,079
Silk, Raw	lbs.	1,662,709	1,997,259	1,988,560	69,06,675	82,50,096	84,77,643
„ Piece Goods (including silk mixed with other materials) ...	yards.	7,142,382	8,965,677	7,118,164	72,81,675	90,25,833	71,88,261
Spices	lbs.	12,668,390	11,330,090	10,769,120	42,15,924	37,71,504	27,25,076
Sugar, refined and unrefined ...	cwts.	1,154,875	1,140,472	1,439,743	1,36,55,182	1,44,77,042	1,80,29,517
Tea	lbs.	3,874,534	4,932,911	4,435,314	27,70,773	34,29,840	31,46,480
Tobacco, Cigars, &c.	„	350,379	270,534	391,543	3,45,684	3,35,002	4,23,558
Umbrellas	No.	1,288,452	993,355	933,610	11,60,110	9,34,012	8,92,107
Woollen Piece Goods	yards.	5,635,030	4,232,909	5,726,198	53,20,757	43,51,692	57,86,450
All other Articles...	value.	.....	.....	.....	1,72,03,110	1,92,06,342	1,80,57,605
Total value Rs....		.....	.....	.....	27,22,21,440	26,94,82,033	27,36,35,147

* Kerosine 10,538,744, other kinds 559,619.

† Kerosine 16,098,960, other kinds 689,919.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1888, 1889, and 1890.

ARTICLES.	Quantities.			Value.		
	1888.	1889.	1890.	1888.	1889.	1890.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	38,478	27,319	18,998	18,11,494	14,42,798	10,59,470
Coir, manufactured and unmanufactured (excluding Ropes) ... „	29,790	64,365	45,108	2,23,928	5,27,355	3,58,193
Cotton—Raw ... ... „	3,220,690	4,787,469	5,158,891	9,18,30,236	14,10,79,462	15,55,47,551
„ Twist and Yarn ... ... lbs.	117,235,790	132,183,710	147,158,834	4,58,67,328	5,41,60,347	5,83,59,473
„ Piece Goods ... ... yards	60,399,742	45,034,971	51,230,009	76,96,525	54,10,676	62,28,999
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	2,71,811	2,16,441	3,26,180
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	441,524	679,554	471,657	18,46,874	28,23,315	22,73,881
Other sorts ... ... „	35,346	14,051	15,298	15,75,837	12,20,581	10,67,905
Grain and Pulse—						
Rice ... ... „	657,327	695,247	759,254	30,81,431	36,92,173	38,99,319
Wheat... ... ... „	9,796,460	6,211,297	5,636,410	4,31,48,135	2,84,43,326	2,47,37,827
Other sorts ... ... „	496,314	748,003	1,126,053	17,61,474	27,29,392	39,83,303
Hides and Skins—						
Hides ... ... No.	508,471	394,796	207,906	15,41,471	12,32,416	8,50,708
Skins ... ... „	3,085,874	3,148,427	3,431,125	37,74,899	40,84,066	44,55,733
Oils ... ...gallons	106,320	121,422	129,703	3,53,709	3,24,280	3,79,847
Opium ... ...chests.	31,513	30,674½	26,953	4,13,25,249	4,05,01,632	3,18,32,268
Seeds—						
Linseed ... ... cwts.	2,802,519	2,150,275	2,533,498	1,76,94,985	1,48,01,572	1,64,66,988
Rape ... ... „	1,887,312	2,260,725	805,481	1,21,50,402	1,68,20,265	57,59,999

Gingelly ... ... „	745,837	986,727	1,049,101	57,15,561	78,74,638	82,55,445
Poppy ... ... „	378,403	313,518	406,679	25,41,856	24,79,996	29,31,187
Groundnuts ... ... „	667,292	449,037	814,480	34,97,735	29,34,584	49,11,585
Other sorts ... ... „	465,838	780,206	708,114	25,29,058	46,25,038	44,93,629
Spices ... ... lbs.	6,176,605	6,445,503	4,916,081	14,32,057	13,50,905	10,60,750
Sugar, refined and unrefined ... cwts.	26,960	26,058	21,465	2,53,740	2,54,584	2,52,865
Tea ... ... lbs.	354,769	1,034,688	661,493	2,76,725	8,25,310	5,67,321
Tobacco, Cigars, &c. ... ... „	2,997,180	4,112,377	6,199,087	3,82,931	5,39,838	7,77,278
Wool, Raw ... ... „	15,387,596	16,978,722	15,395,805	68,21,260	81,09,690	72,82,738
Woollen Shawls ... ... No.	8,234	7,050	3,783	3,01,039	2,65,596	2,19,312
All other articles ... ... value.	.....	.....	.....	1,41,01,386	1,37,91,210	1,35,68,752
Total value Rs....	.....	.....	.....	31,38,09,136	36,25,61,486	36,19,08,506
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,630,676	1,097,630	1,065,688	11,18,064	7,73,115	7,27,471
„ Piece Goods ... ... yds.	87,415,853	88,698,247	81,703,441	1,60,82,830	1,63,48,335	1,54,00,850
„ Shawls and Handkerchiefs ... No.	1,625,596	1,676,253	1,654,689	2,95,121	3,45,556	3,70,333
Gums and Resins ... ... cwts.	33,252	32,579	33,541	8,37,496	10,02,614	6,78,293
Ivory, unmanufactured ... ... lbs.	402,275	257,834	216,538	20,99,515	14,63,636	12,51,789
Provisions ... ... value.	.....	.....	.....	11,29,120	11,61,249	11,45,355
Silk, Raw ... ... lbs.	106,516	111,941	122,347	4,50,515	3,19,166	3,42,287
„ Piece Goods (including silk mixed with other materials) ... yards.	582,468	641,265	617,232	5,45,687	5,93,278	5,59,537
Sugar, refined ... ... cwts.	168,537	205,060	142,928	20,01,820	27,36,923	18,28,909
Tea ... ... lbs.	2,027,239	2,157,109	2,801,486	17,75,334	19,47,202	24,78,263
Wool, Raw ... ... „	3,069,066	4,897,450	4,811,008	14,63,176	23,23,111	22,43,015
Woollen Piece Goods ... ... yards.	427,697	332,487	395,092	3,88,412	3,30,487	4,06,192
All other articles ... ... value.	.....	.....	.....	73,18,758	75,60,638	66,42,856
Total value Rs....	.....	.....	.....	3,55,05,848	3,69,05,310	3,40,75,170
Grand Total Rs....	.....	.....	.....	34,93,14,984	39,94,66,796	39,59,83,676

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	2,642	795,959	1,204	1,753,401	3,846	2,549,360	1,550	542,036
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,964,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,107	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225

CLEAR

1883-84 ...	3,562	1,272,182	1,570	2,243,395	5,132	3,515,577	685	68,884
1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,585	2,323,214	4,697	3,521,129	565	58,159
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124
1889 90 ...	2,854	905,306	1,627	2,622,030	4,481	3,528,336	853	73,459

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1883-84 *to* 1889-90.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
416	540,009	1,906	1,082,945	4,192	1,337,995	1,620	2,294,310	5,812	3,632,305
272	351,429	1,474	706,835	3,655	1,133,508	1,495	2,157,501	5,150	3,291,009
301	397,549	1,503	901,959	3,622	1,278,745	1,631	2,361,942	5,253	3,640,687
223	277,187	1,300	715,486	3,538	1,171,982	1,602	2,342,690	5,140	3,514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,514,214
257	340,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181

ED.

33	33,837	718	102,721	4,247	1,341,066	1,603	2,277,232	5,850	3,618,298
44	61,171	639	125,428	3,699	1,184,081	1,489	2,174,680	5,188	3,358,761
47	74,614	612	132,773	3,677	1,256,074	1,632	2,397,828	5,309	3,653,902
52	66,024	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
78	111,285	889	178,868	3,980	1,203,029	1,605	2,472,222	5,585	3,675,251
65	73,577	881	148,701	3,672	971,722	1,632	2,561,431	5,304	3,533,153
57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency,

EN

YEAR.	With Cargoes.						In Ballast.	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	458	145,206	555	889,897	1,013	1,035,103	12	8,998
1884-85 ...	393	117,155	581	937,620	974	1,054,775	2	1,381
1885-86 ...	379	125,342	571	925,476	950	1,050,818	3	2,879
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420

CLEAR

1883-84 ...	376	91,158	585	925,086	961	1,016,244	2	160
1884-85 ...	343	67,509	561	901,094	904	968,603	4	1,709
1885-86 ...	362	61,870	581	932,371	943	994,241	5	3,774
1886-87 ...	403	82,824	578	969,696	981	1,052,520	7	3,152
1887-88 ...	412	69,423	541	922,107	953	991,530	11	8,003
1888-89 ...	324	52,404	565	975,050	888	1,026,064	6	930
1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1883-84 *to* 1889-90.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
78	109,133	90	118,131	470	154,204	663	999,030	1,103	1,153,234
61	85,258	63	86,639	395	118,536	642	1,022,878	1,037	1,141,414
53	82,792	56	85,671	382	128,221	624	1,008,268	1,006	1,136,489
40	57,522	52	62,705	421	132,860	608	1,012,710	1,029	1,145,570
30	40,763	33	41,067	416	130,915	630	1,057,176	1,046	1,188,091
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533

ED.

17	20,800	10	20,960	378	91,318	602	945,886	980	1,037,204
32	51,367	36	53,076	347	69,218	593	952,461	940	1,021,679
36	63,074	41	67,748	367	65,644	617	996,345	984	1,061,989
33	55,045	40	58,197	410	85,976	611	1,024,741	1,021	1,110,717
48	89,248	59	97,251	423	77,426	589	1,011,355	1,012	1,088,781
29	51,967	35	52,903	330	53,340	594	1,027,017	923	1,078,967
21	30,570	33	33,197	373	44,672	523	932,957	896	977,629

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	48	85,705	33	7,422	24	2,139
February	39	67,911	27	7,456	16	1,563
March	50	96,247	25	2,977	20	2,011
April	62	114,145	13	1,252	13	1,474
May	53	88,727	4	3,944	21	2,095
June	44	82,251	1	1,013	5	508
July	54	96,999	1	407	...	...
August	47	84,706	...	...	3	377
September	38	63,478	...	...	20	2,279
October	45	81,845	25	2,825	54	4,364
November...	50	87,174	13	2,528	21	1,683
December	56	99,862	40	4,378	37	3,333
Total ...	586	1,049,050	182	34,202	234	21,826

CLEAR

January	43	79,114	36	4,079	33	3,120
February	39	69,033	36	4,116	37	3,121
March	52	96,915	25	3,465	13	1,449
April	50	103,624	29	3,989	6	532
May	70	124,891	3	203	20	2,304
June	51	89,157	...	...	1	130
July	...	...	...	...	...	...
August	31	54,306	...	...	11	1,197
September	26	44,214	...	...	16	1,721
October	28	46,271	6	1,310	22	2,385
November...	33	61,632	12	1,163	12	1,104
December	40	68,592	30	3,120	20	1,758
Total ...	472	837,749	177	21,445	191	18,821

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast from and to Foreign Presidency during the year 1890.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
...	...	6	635	...	...	105	95,266	6	635
3	6,119	1	169	...	...	82	76,930	4	6,288
6	8,911	...	...	...	...	95	101,235	6	8,911
6	10,445	...	...	...	...	88	116,871	6	10,445
6	9,789	...	...	...	...	78	94,766	6	9,789
2	3,453	...	...	...	...	50	83,772	2	3,453
...	...	...	...	...	...	55	97,406	...	...
...	...	...	...	...	...	50	85,083	...	...
...	...	...	...	...	...	58	65,757	...	...
...	...	...	...	...	...	124	89,034	...	...
...	...	...	...	...	...	84	91,385	...	...
1	482	2	203	...	...	133	107,573	3	685
24	39,199	9	1,007	...	...	1,002	1,105,078	33	40,206

ED.

2	3,079	...	...	2	110	112	86,313	4	3,189
1	1,932	...	...	...	...	112	76,270	1	1,932
2	391	1	574	...	...	90	101,829	3	965
...	...	...	...	...	...	94	108,145	...	...
1	1,938	...	...	...	...	93	127,398	1	1,938
...	...	...	...	...	...	52	89,287	...	...
...	...	...	...	...	...	...	...	...	...
3	4,105	...	...	...	...	42	55,563	3	4,105
4	7,043	...	...	...	...	42	45,935	4	7,013
2	3,163	...	...	...	...	56	49,966	2	3,163
1	1,490	...	...	3	115	57	63,899	4	1,605
3	5,475	1	574	...	...	90	73,470	4	6,049
19	28,616	2	1,148	5	225	840	878,015	26	29,989

STATEMENT showing the Exports by Sea, of Bombay Manufactured Piece Goods and Yarns since 1878.

Years Ending 31st Dec.	Grey and White Piece Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs. *	Bales.	lbs.
1878	26,749	41,360,798	No Records.	2,826	4,785,671	29,575	46,146,469	10,649,185	91,684	33,116,349
1879	34,045	53,357,406	Do.	2,555	4,748,350	36,600	58,105,756	13,419,343	89,667	32,833,123
1880	32,705	54,164,246	Do.	2,380	4,663,476	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,321	59,679	90,053,558	20,797,588	440,220	171,993,173

* *N. B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported between 1883 and 1887.

Exports of Bombay Manufactured Yarns by Sea and Rail. Reduced to Bales of 400 lbs. each.

January 1 t to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.	Total Exports by Sea and Rail.
1877.....	28,516	142	28,658	34,512	63,170	17,258	80,428
1878.....	45,933	1,745	47,678	35,113	82,791	13,938	96,729
1879.....	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880.....	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881.....	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	*	* .....

* The Railway Companies' Returns for the month of December had not been received up to the time of publication of this Report.

EXPORTS OF BOMBAY MANUFACTURED PIECE GOODS AND YARNS FROM BOMBAY PORT ONLY.

From Official Returns.] 1889-90. [*Years ending 31st March.*

EXPORTED TO	Length and Weight.							Value.					
	Piece Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees	Percentage.
	Millions of			Goods.	Yarns	Millions of lbs.	Percentage	Goods.	Yarns.	Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%			%	%		%
Foreign Ports	46·54	*10·74	132·03	26·71	85·85	142·77	73·58	55·77	537·31	24·71	85·00	593·08	69·14
Indian Ports	40·35	*9·31	19·19	23·16	12·48	28·50	14·69	53·76	83·59	23·82	13·22	137·35	16·01
Up-country by Rail	*87·34	20·17	2 57	50·13	1·67	22·74	11·73	116·12	11·19	51·47	1·78	127·31	14·85
Total Indian...	127·69	29·48	21·76	73·29	14·15	51·24	26·42	169·88	94·78	75·29	15·00	264·66	30·86
Grand Total...	174·23	40·22	153·79	100·00	100·00	194·01	100·00	225·65	632·09	100·00	100·00	857·74	100·00
1888-89.													
Foreign Ports	57·56	*13·06	123·02	32·69	86·04	136·08	74·19	73·11	497·12	33·81	85·40	570·23	71·51
Indian Ports	39·05	*9·01	17 81	22·18	12·45	26·82	14·62	47·12	74·98	21·79	12·90	122·10	15·31
Up-country by Rail	*79·46	18·35	2·15	45·13	1·51	20·50	11·19	95·97	9·05	44·40	1·70	105·02	13·18
Total Indian...	118·51	27·36	19·96	67·31	13·96	47·32	25·81	143·09	84·03	66·19	14·60	227·12	28·49
Grand Total...	176·07	40·42	142·98	100·00	100·00	183·40	100·00	216·20	581·15	100·00	100·00	797·35	100·00

* Assuming 4·33 yards, = 1 lb. and vice versa. Previously 5 yards were assumed (as in England) to equal 1 lb.; but the Customs returns for the past 5 years show that the basis now taken is aproximately more correct.

1887-88.

Foreign Ports	55·12	*12·72	108·52	35·65	85·17	121·24	74·34	67·20	389·69	37·40	84·39	456·89	71·24
Indian Ports	32·85	*7·58	16·63	21·24	13·05	24·21	14·84	40·60	64·37	22·60	13·94	104·97	16·37
Up-country by Rail	*66·65	15·38	2·26	43·11	1·78	17·64	10·82	71·85	7·56	40·00	1·67	79·41	12·39
Total Indian...	99·50	22·96	18·89	64·35	14·83	41·85	25·66	112·45	71·93	62·60	15·61	184·38	28·76
Grand Total...	154·62	35·68	127·41	100·00	100·00	163·09	100·00	179·65	461·62	100·00	100·00	641·27	100·00

1886-87.

Foreign Ports	40·41	*9·33	89·09	25	83	98·42	69	50·68	324·05	31	83	374·73	67
Indian Ports	36·37	*8·39	15·11	23	14	23·50	16	44·08	57·56	28	15	101·64	18
Up-country by Rail	*83·03	19·16	2·57	52	3	21·73	15	69·58	9·36	41	2	78·94	15
Total Indian...	119·40	27·55	17·68	75	17	45·23	31	113·66	66·92	69	17	180·58	33
Grand Total...	159·81	36·88	106·77	100	100	143·65	100	164·34	390·97	100	100	555·31	100

*Assuming 4·33 yards=1 lb. and vice versa. Previously 5 yards were assumed (as in England) to equal 1 lb.; but the Customs returns for the past 5 years show that the basis now taken is approximately more correct.

Foreign Countries to which Grey Cotton Piece Goods of Bombay Manufacture have been exported since 1883-84.

FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1889-90.	1888-89.	1887-88	1886-87.	1885-86.	1884-85.	1883-84.
T. Cloths ...	Mozambique	1·86	1·90	1·84	·65	1·20	1·18	1·42
	Zanzibar	2·09	1·79	1·59	·79	·42	·44	·92
	Aden	·25	·16	·20	·23	·15	·35	·28
	China—Hongkong	·02	·42	·04	·01	·09	·21	·57
	Do. Treaty Ports*... ...	1·21	7·89	2·22	2·62	2·95	2·28	1·00
	Mekran and Sonmiani... ...	·10	·10	·08	·08	·17	·16	·16
	Other Countries	·89	·38	·20	·16	·16	·20	·52
	Total...	6·42	12·64	6·17	4·54	5·14	4·82	4·87
Sheetings ...	Abyssinia	1·37	·64	·55	2·28	·76	·89	·05
	Mozambique	5·11	4·59	5·04	2·32	2·84	3·44	4·09
	Zanzibar	9·98	8·94	9.73	9·66	4·67	3·36	6·13
	Aden	1·32	1·97	1·42	·43	·96	2·24	2 78
	Arabia	·44	·72	·43	·35	·43	·30	·56
	Other Countries	1·06	·91	·62	·25	·41	·21	·48
	China—Treaty Ports*... ...	...	1·28					
	Total...	19·28	19·05	17·79	15·29	10·07	10·44	14·09
Domestics ...	Aden	9·20	7·98	11·81	8·14	8·57	10·11	11·11
	Arabia	·09	·20	·20	·09	·33	.39	·61
	Other Countries	·05	·09	·13	·09	·04	·05	·08
	Total...	9·34	8·27	12·14	8·32	8·94	10·55	11·80

Drills and Jeans...	Zanzibar...	·11	·04	·80	·65	·46	·44	2·64
	Aden	...	...	·03	.....	.....	·11	·19
	Other Countries	·08	·06	·03	·04	·05	·24	·20
	Total...	·19	·10	·86	·69	·55	·79	3·03
Long Cloths ...	Abyssinia	·48	·32	2·40	2·70	1·50	·67	·14
	Mozambique	·49	1·05	·97	·43	·56	·60	·35
	Zanzibar...	·24	·54	·83	·65	·75	·36	1·14
	Aden	2·78	3·67	5·66	1·98	2·50	2·70	3·90
	China—Treaty Ports*... ...	·02	4·65	1·86	.....†	.....†	.....†	.....†
	Arabia	·43	·97	·72	·49	·72	·35	·67
	Persia	·51	·60	·46	·21	·32	·25	·31
	Straits	·09	·13	·15	·01	·12	·16	·16
	Turkey in Asia...	1·47	1.33	1·36	1·00	1·22	·64	·30
	Other Countries	·43	24	·21	·47	·15	·03	·47
	Total...	6·94	13·50	14·62	7·94	7·84	5·76	7·44
Chudders... ...	Aden	·12	·13	·11	·07	·06	·12	·03
	Other Countries	·21	·15	·15	·23	·14	·11	·11
	Zanzibar...	·80	·22	·30				
	Total...	1·13	·50	·56	·30	·20	·23	·14
Dhooties	Aden	...	...	.....	.....	.....	·13	·40
	Other Countries	·03	·03	·14	·04	·01	·03	·01
	Total...	·03	·03	·14	·04	·01	·16	·41
Other Sorts... ...	Total...	·19	·19	·11	·22	·16	·04	·01
	Grand Total...	43·52	54·28	52·39	37·47	32·93	32·79	41·80

* Almost entirely to Shanghai. † Included with "other countries."

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1883-84

From Government Returns. [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
T. Cloths	6·42	12·64	6·17	4·54	5·15	4·82	4·87
Sheetings	19·28	19·05	17·79	15·29	10·06	10·44	14·10
Domestics	9·34	8·27	12·14	8·32	8·95	10·55	11·80
Drills and Jeans ...	·19	·10	·86	·69	·56	·79	3·03
Long Cloths	6·94	13·50	14·62	7·94	7·84	5·76	7·44
Chudders	1·13	·50	·56	·40	·20	·23	·14
Dhooties	·03	·03	·14	·04	·01	·16	·40
Other Sorts	·19	·19	·11	·25	·16	·04	·02
Total Million of Yards ...	43·52	54·28	52·39	37·47	32·93	32·79	41·80
Total Lakhs of Rupees ...	48·06	63·70	59·45	42·81	36·49	35·73	46·02

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1882-83.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.
Mule No. 15s and under	31·87	23·61	28·82	26·52	22·96	19·33	14·02	11·00
„ „ 16s to 24s	99·11	98·90	79·37	62·14	52·96	43·52	32·75	30·67
„ „ 25s to 32s	·39	·09	·01	·02	·08	·05	·02	·02
„ „ 33s to 44s	·04	·03	...	·02	·01	·01	...	...
Total ...	131·41	122·63	108·20	88·70	76·01	62·91	46·79	41·69
Water No. 20s and under	·30	·09	·15	·21	·14	·16	·32	·77
„ „ 24s to 30s	·02	...	...	...	...	...	...	...
Total ...	·32	·09	·15	·21	·14	·16	·32	·77
Colored Yarns ...Total ...	·29	·30	·16	·18	·15	·12	·10	·14
Total Yarns ...	132·02	123·02	108·51	89·09	76·30	63·19	47·21	42·60

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1882-83.

From Government Returns. [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.
Mule No. 15s. and under	Aden	1·14	·85	1·02	·86	1·03	·78	1·28	·97
	Japan	·06	1·29	·04	·17	·14	·16	·36	·54
	China, Hongkong	28·24	19·27	26·22	25·30	21·49	18·29	12·26	9·39
	China, Treaty Ports	2·25	2·10	1·44	·19	·30	·10	·12	·10
	Other Countries...	·18	·10	·10					
	Total ...	31·87	23·61	28·82	26·52	22·96	19·33	14·02	11·00
16s to 24s. ...	Aden	·45	·31	·24	·29	·27	·29	·25	·23
	Japan	22·18	21·42	17·20	9·08	6·93	6·34	5·59	4·16
	China, Hongkong	51·84	57·68	45·09	38·14	37·45	35·52	26·23	25·82
	China, Treaty Ports	22·30	17·23	15·47	13·85	7·82	·92	·39	
	Straits	1·31	1·48	1·37	·78	·49	·45	·29	·46
	Other Countries	1·02	·78						
	Total ...	99·10	98·90	79·37	62·14	52·96	43·52	32·75	30·67
Above No. 24s. ...	Total ...	·43	·12	·01	·04	·09	·06	·02	·02
	Total Mule ...	131·40	122·63	108·20	88·70	76·01	62·91	46·79	41·69
Water	„ Water ...	·33	·09	·15	·21	·14	·16	·32	·77
Colored	„ Colored ...	·29	·30	·16	·18	·15	·12	·10	·14
	Grand Total ...	132·02	123·02	108·51	89·09	76·30	63·19	47·21	42·60
	Value in Lakhs of Rs.	587·31	497·12	389·69	324·04	268·35	234·00	182·71	170.60

COTTON.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay—In thousands of Bales (000's omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	Exports to			Mill Consumption.	Total.	Years ending 30th June	Receipts	Exports to			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1859	...	490	152	642			1875	1,345	1,285	20	1,305	135	1,440
1860	...	566	202	768	Max. up to t	Exports his year.	1876	1,073	980	35	1,015	147	1,162
1861	...	835	61	896	Americ	an War. In	1877	1,141	920	38	958	161	1,119
1862	...	911	8	919	'63 & '64	Bombay	1878	961	800	46	846	204	1,050
1863	...	867	3	870	import	ed Cotton	1879	832	652	64	716	181	897
1864	...	1,065	1	1,066	from	China.	1880	1,171	874	34	908	220	1,128
1865	...	1,187	14	1,201	42	1,243	1881	1,244	874	60	934	273	1,207
1866	...	1,277	5	1,282	46	1,328	1882	1,832	1,521	87	1,608	277	1,885
1867	...	1,030	48	1,078	47	1,125	1883	1,770	1,335	95	1,430	313	1,743
1868	...	1,225	56	1,281	48	1,329	1884	1,759	1,295	100	1,395	348	1,743
1869	...	1,115	50	1,165	49	1,214	1885	1,139	791	70	861	392	1,253
1870	...	967	39	1,006	50	1,056	1886	1,480	1,009	61	1,070	391	1,461
1871	1,085	1,002	48	1,050	52	1,102	1887	1,703	1,147	40	1,187	454	1,641
1872	1,151	1,079	34	1,113	53	1,166	1888	1,472	893	58	951	500	1,451
1873	978	917	34	951	67	1,018	1889	1,851	1,286	46	1,332	565	1,897
1874	1,311	1,192	25	1,217	83	1,300	1890	2,235	1,488	71	1,559	636	2,195

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for order) from the year 1876 *to* 1890.

Year.	Cotton.	Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	Bales.	Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1876	984,191	64,902	2,683,189	416,256	351,510	1,210,313	170,561
1877	839,464	51,845	1,953,209	733,381	269,949	1,183,763	171,908
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,143	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	6,452,881	489,976

* Including transhipments in Harbour.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

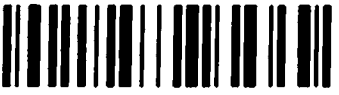
Chairmen.

J. Skinner 1836-37
M. T. Brownrigg 1837-38
H. G. Gordon... 1838-39
J. Skinner 1839-40
T. R. Richmond 1840-41
G. B. Skinner... 1841-42
S. D. Murray 1842-43
J. Wright ... ... } 1843-44
E. Lyon ... ... }
T. Cardwell 1844-45
J. Smith... 1845-46
W. Graham 1846-47
John Parsons 1847-48
A. G. Latham 1848-49
Robert Strong... 1849-50
W. S. Grey 1850-51
John Parsons 1851-52
A. H. Campbell 1852-53
H. B. Gilmour 1853-54
James Graham 1854-55
W. F. Hunter... 1855-56
A. T. Binny ... ... } 1856-57
H. B. Gilmour ... }
John Fleming... 1857-58
Robert Ryrie 1858-59
H. D. Cartwright ... } 1859-60
Henry Scott ... ... }
Andrew Grant ... }
George Hamilton ... } 1860-61
George Lord ... ... }
James N. Fleming... } 1861-62
Michael H. Scott ... }
Robert Haunay 1862-63
Alexander Brown ...1862-63
Andrew Grant ...1863-64
A. C. Gumpert } 1864-65
Alexander Stewart }
A. J. Hunter 1865-66
W. Christian ... }
A. J. Hunter ... } 1866-67
Alexander Brown }
J. Foggo 1867-68
Hamilton Maxwell...1868-69
H. E. Astley ... } 1869-70
D. Graham ... }
A. D. Grant 1870-71
W. G. Hall 1871-72
J. K. Bythell 1872-73
H. E. Bright ... } 1873-74
E. Lord ... ... }
D. Watson 1874-75
J. A. Forbes 1875-76
G. F. Henry ... } 1876-77
Donald Graham }
Walter Lang 1877-78
M. Mowat 1878-79
C. Macdonald 1879-80
J. N. Graham... ...1880-81
E. Comber ... } 1881-82
W. M. Macaulay }
James Thorburn 1882-83
The Hon. Sir F. Forbes Adam, Kt., C.I.E, 1883-84, 1884-85, 1886, 1887, 1888, 1889.
The Hon. A. F. Beaufort, 1890.
The Hon. L.R.W. Forrest, 1890-91

Secretaries.

R. X. Murphy 1836-38
J. E. Brenan 1838
R. X. Murphy... 1838-41
T. J. A. Scott... 1841-46
John Connon 1846-57
John Mawson... 1857-59
J. A. Crowe (Acting) ...1858-59
H. Brooke 1859-64
James Taylor 1864-73
John Gordon 1873-84
David Watson (Acting) 1881-82

JOHN MARSHALL, appointed 1885.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